I. EXECUTIVE SUMMARY AND OVERVIEW

In Fiscal Year 1984, the FAA identified as one of its agency goals, the development and implementation of an international aviation strategic plan. This document, the first of its kind for FAA, is intended as a significant initial step toward pulling the various international program activities together in a logical and focused direction. The aim is to accomplish international activities through program management techniques commonly used in other FAA areas.

The International Aviation Strategic Plan, which follows, is designed to achieve the following goals: to identify major international policy objectives and approaches; to inventory significant activities, present and planned, throughout FAA; to organize projects into definable and manageable program activities; and to establish target dates for completion of such activities.

The plan presents a "top-down" look at the international program. For each of five principal areas, the document lists relevant guiding operating policies, discusses significant program activities which support these policies, and describes project tasks which are to be accomplished under each broad program area. Program areas discussed are FAA involvement in: the International Civil Aviation Organization (ICAO); airworthiness certification (including bilateral airworthiness agreements and type certification of foreign aircraft); international technical assistance; cooperative research and development agreements; and programs in support of FAA/U.S. industry cooperation.

Project -resumes" are provided for tasks identified in each program area. These resumes present task description, agency objectives and approach for accomplishment. Also included are milestone targets and planned dates for task completion. The planning horizon for tasks listed is typically one to three years.

A final section addresses FAA foreign travel. It presents guidelines for agency officials to consider the necessity and importance of foreign non-operational type travel against prioritization criteria. The section concludes with a calendar of international events for Fiscal Years 1985 and 1986, with anticipated FAA participation indicated.

First and foremost, the plan is an agency-wide undertaking involving FAA Headquarters organizations, regions having international responsibilities, field offices, and representatives abroad. Top-level agency officials will be especially interested in the policy objectives and in the descriptions of major FAA international programs. Mid-level supervisors and program managers should find the project resumes of particular value for programs in their areas of interest. Staff specialists, in addition to the above, should be particularly cognizant of the need for close coordination with lead and support offices listed in the resumes.

The International Aviation Strategic Plan is structured to be a working tool for people at all levels of the FAA. Successful implementation of the plan depends heavily on close teamwork across involved agency offices. Officials are urged to incorporate immediately relevant program and project materials into their work programs and to encourage fullest participation and coordination in the accomplishment of international activities.

With a management system for conducting FAA's international program in place, the agency will next focus on longer range strategic planning aspects. Subsequent versions of this plan, therefore, will identify and concentrate on program requirements which will influence FAA international activities through the next decade.

International Aviation Strategic Plan

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II. FAA MISSION ON INTERNATIONAL ACTIVITIES

A. SAFETY ENHANCEMENT:

The Agency encourages the use and worldwide adoption, where appropriate, of U.S. aviation/airport standards to maintain and improve the current level of safety, and improve efficiency internationally.

B. INTERNATIONAL COOPERATION:

The Agency cooperates with foreign governments in the development of international air traffic control and navigation systems, telecommunications, meteorological, airport technology and other technical services by making other nations aware of U.S. activities and progress, and by encouraging and helping other nations to adopt new and improved systems.

C. U.S. AVIATION PREEMINENCE:

The Agency takes actions that demonstrate United States leadership in the development and production of aircraft, air traffic control and navigation equipment and systems, and in airport planning, design, construction, and operation.

D. INTERNATIONAL ASSISTANCE:

The Agency offers technical assistance to foreign countries where it is deemed appropriate and helpful to do so. Such assistance will normally be provided through reimbursable agreements, although FAA will provide foreign governments short term assessments on a non-reimbursable basis.

E. FOREIGN POLICY SUPPORT:

The Agency conducts its international programs in a manner which is consistent with overall U.S. interests, including foreign policy and national security objectives.

III. FAA GOALS FOR INTERNATIONAL ACTIVITIES

Goal A. Achieving the highest potential level of international aviation safety.

Improving international aviation safety provides direct benefits to U.S. citizens travelling abroad and to U.S. commercial and private operators who operate internationally. FAA activities contributing to this goal are carried out through:

- Technical assistance program activities designed to assist other countries improve the capability of their national aviation systems;

- Surveillance of U.S. carrier international flight and maintenance operations; airworthiness surveillance of foreign based, U.S.-registered aircraft; licensing of foreign-based U.S. airmen; and operations approval and monitoring of foreign air carriers providing service to the U.S.;

- Cooperation with other countries through Air Traffic Control Agreements, Cooperative Research and Development efforts and Bilateral Airworthiness Agreements to insure safety and efficiency of airspace use and of aircraft available for use in U.S. and foreign markets;

- Participation in the International Civil Aviation Organization (ICAO) to establish worldwide safety and security standards and procedures in technical areas;

- Advocating U.S. rules, regulations, and procedures as the basis for international standards and recommended practices; and

- Monitoring the safety and security practices of foreign carriers operating into the U.S.

Goal B. Supporting overall U.S. foreign policy goals, both bilateral and multilateral, in all areas involving civil aviation.

- Bilateral Airworthiness Agreements, technical cooperative agreements and technical assistance activities, while contributing to other objectives, make a substantial contribution as well to U.S. foreign policy goals by building strong, positive and non-political relationships with foreign governments.

- The Interagency Group on International Aviation (IGIA) Secretariat, managed by FAA, coordinates the drafting of U.S. positions in ICAO and other international bodies and submits these to the State Department for adoption.

- Adoption of U.S. standards or positions is frequently achieved when FAA experts support Department of State delegations on technical and policy matters in ICAO.

- FAA routing and surveillance of overflights by aircraft from non-friendly nations are coordinated with the Department of Defense and the Department of State to insure proper safety and conformance with U.S. policy intentions.

- FAA expertise is provided for airport development in strategic areas.

Goal C. Helping Fostering a favorable climate for U.S. industry abroad.

o Through visits to foreign civil aviation authorities and facilities, FAA Representatives and regional international staffs foster acceptance and preference for U.S. aviation system technology.

o As a result of training at the FAA Academy, technical assistance activities and supply support agreements, foreign preference for U.S. equipment is stimulated.

o Through its industry library, maintained in the Office of International Aviation, information on foreign aviation system development activities provides the Agency and U.S. firms the ability to assess and target opportunities abroad.

- FAA participation in international trade shows, conferences and similar events promotes FAA training and technical assistance to representatives of foreign civil aviation agencies, and supports U.S. consultants and manufacturers.

- FAA supports Departments of Commerce, State, and Defense programs and maintains liaison with Eximbank and multinational organizations to promote actions and attitudes that will improve safety while supporting aviation system development in foreign countries.

IV. FAA POLICIES GOVERNING INTERNATIONAL OPERATIONAL ACTIVITIES

FUNCTIONS

First and foremost, FAA's principal mission and responsibility is air safety. To this end, FAA's international responsibilities cover a spectrum of activities from promulgation and enforcement of aviation regulations to air traffic control. These include: flight operations; aircraft airworthiness; airmen and air agency certification; aviation security (including research and development of passenger and baggage screening systems and explosive detection devices, carriage of dangerous goods, and support of anti-terrorism activities); aeronautical communications; and air traffic control, including joint DOD/FAA activities with Canada and Mexico related to the defense of the North American continent; and airport development.

FAA's operationally-related international activities stem from several international treaty, and domestic statutory and agreement obligations. As a Member of the International Civil Aviation Organization (ICAO), the U.S. has agreed to ensure that its operators meet certain ICAO standards, wherever they may operate. The Federal Aviation Act requires that FAA promulgate and apply safety regulations to U.S. air carriers, including those operating internationally. Finally, several FAA/DOD agreements require the FAA to assist in the performance of Defense missions, including those in international air space.

POLICIES BY OPERATIONAL PROGRAM AREA

A. Standards Setting Activities

- To ensure that international regulatory activity concerning operational matters be formulated and applied in accordance with the Chicago Convention, be held to a minimum, and be commensurate with safety.

- To provide airmen certification services to foreign clients overseas only when needed to operate U.S.-registered aircraft. Exceptions may be considered in rare cases. Foreign pilots may obtain FAA certificates by passing the necessary tests at domestic FAA facilities.

- Given the costliness to perform operational services abroad, to continue to utilize the services of competent foreign civil aviation authorities, or of FAA designees, as appropriate, whenever feasible and legal.

- To formulate international standards on a generic basis when appropriate, i.e., performance standards, rather than technical specifications. The objective is to permit operators to comply with appropriate equipment of their choice.

- To insure maximum commonality of airworthiness standards through a close working relationship with the European Joint Airworthiness Requirements (JAR) Group.

- To ensure that cost-effectiveness evaluations are made before adoption of each internationally proposed standard, and considered second only to safety.

- To provide airworthiness certification for foreign products for which there are U.S. customers. The FAA presently does not charge for either domestic or foreign type certification services.

- To work through international bodies and, bilaterally, with foreign civil aviation, intelligence and law enforcement authorities to improve civil aviation security, exchange threat information and enhance working relationships.

B. Air Traffic Control

- To continue close operational relationships with all States responsible for airspace abutting U.S. Flight Information Regions (FIR's); and cooperating through regular meetings and agreements between facilities and higher levels to ensure maximum coordination and efficient control of air traffic.

- To achieve additional efficiencies through oceanic consolidation. (Oakland Center has assumed responsibility for the entire Pacific (U.S.) oceanic airspace, with the exception of the North Pacific Route System airspace and airspace around the Hawaiian Islands. A similar consolidation of international airspace assigned to the U.S., is planned for the Atlantic and Caribbean areas.)

- To increase surveillance over the North Pacific Composite Route System. (The Saint Paul Radar (secondary) is expected to be operational in the Fall of 1984, providing radar coverage for a significant portion of the first third of the NOPAC Composite Route System.)

- To harmonize over-ocean ATC automation and improved controller presentation systems. (Several different over-ocean air traffic automation system concepts are being examined through international cooperative efforts along with recommendation of methods to harmonize such systems.)

C. Communications

- To work within ICAO to protect against frequency interference from non-aeronautical sources by identifying such sources and recommending corrections to the problem.

- To consider HF and satellite methods for communications improvement and as transmission media for automatic dependent surveillance.

- To critically review the need for aeronautical fixed service and aeronautical mobile service communications improvement over oceans and areas were ATC services may not be fully developed.

- To achieve agreement on uniform data link, HF data link (and, if practical, other data link transmission media).

D. Airport Safety

- To enhance airport safety by promoting the acceptance of FAA standards, rules and regulations in ICAO standards and practices. This can be achieved by promotion of FAA advisory circulars (ACs) and by active U.S. involvement in preparation of ICAO documents and in United Nations Development Program (UNDP) activities.

- To promote recognition of FAA's preeminence in airport construction and operating technology. This is reflected by ICAO's extensive use of FAA research findings, equipment specifications, and hardware used by U.S. airports.

PROGRAM/PROJECT RESUMES

- Additional discussion of FAA international program activities, are found in subsequent chapters of this plan under "resume" listings. A resume presents the project description, objective, approach and strategy FAA intends to follow to achieve the desired objective, along with a milestone time schedule. Resumes provide the reader with a project overview; they offer general rather than technical information. Therefore, interested persons, desiring to know more about particular projects, should contact the principal FAA office listed for each resume.

V. FAA ACTIVITY IN ICAO

GENERAL:

- The United States is a member of the two ICAO Council committees, 11 of 12 Air Navigation Commission (ANC) panels, two Air Transport Committee panels, and 15 of 17 ANC study groups; no other nation is as widely represented within ICAO as the United States.

- United States registered aircraft utilize air traffic control/ navigation facilities in all 9 ICAO regions, and in 4 of these regions the FAA is a principal provider of these facilities: Caribbean, North America, North Atlantic, and Pacific.

- In 1983, the United States contributed $8M for the operations of ICAO-the statutorily mandated 25% of the total ICAO budget of $32M. Projections for 1984-6 ICAO operations are $89M, of which, the United States will contribute approximately $22M.

- United States' contributions to ICAO technical assistance programs through the United Nations Development Programme (UNDP) in 1983 amounted to $6M, or 21% of UNDP's total funding to ICAO of $28M. United States' support for the UNDP is anticipated to remain at 21% of the total UNDP budget.

FAA MAJOR POLICY THRUSTS:

- Propose and support needed international standards and recommended practices (SARP) for safety improvements, promote standardization of those requirements among member States, and gain international acceptance of U.S. aviation systems, procedures and support equipment.

- Support ICAO SARPS and SARP amendments when there is a demonstratable need in which benefits and costs are identifiable. Ensure SARP revisions, wherever practicable, be based upon performance standards rather than technical specifications. Support SARPS which respond to global rather than regional concerns.

- Support establishment of new ICAO technical bodies when they are needed and termination of current technical bodies when their work is completed.

FAA MAJOR PROGRAM ACTIVITIES WITHIN ICAO:

- To ensure the protection date for availability of the instrument landing systems (ILS), 1995, remains consistent with the ICAO MLS/ILS Transition Plan. Continue to press for ICAO acceptance and adoption of microwave landing systems (MLS) through the All Weather Operations Panel (AWOP).

- To promote the consolidation of the All Weather Operations Panel (AWOP), Obstacle Clearance Panel (OCP), Operations Panel (OPSP), and related ATS groups into a single body for all matters related to precision approach and landing.

- To actively promote international acceptance of the standards for collision avoidance systems (TCAS), and the Mode S Secondary Surveillance Radar (SSR) system in ICAO's Secondary Surveillance Radar Improvements and Collision Avoidance Systems Panel (SICASP).

- Through the Review of the General Concept of Separation Panel (RGCSP), establish reduced minimum vertical separation standards while maintaining a high level of safety.

- Actively support the work of the Future Air Navigation System (FANS) Committee, which plays an active leadership role to identify needs, plan the development for, and the acceptance of, new technology or new systems for international communications, navigation, and surveillance systems for which a clear need exists and which can be cost-beneficially achieved.

- While FAA is a member of ICAO's Extended Twin Operations Study Group (ETOPS), FAA does not favor ICAO-initiated airworthiness standards for ETOPS. Instead, it will work closely and directly with the other manufacturing states to develop mutually compatible standards for extended range overwater operation by twin-engine commercial air transport aircraft.

- Continue to forego participation in efforts within ICAO to develop airworthiness standards for helicopters until such time as the FAA has largely completed its review and update of U.S. standards.

- Continue to oppose ICAO Airworthiness Committee attempts to develop an Airworthiness Technical Manual (ATM) because it is unnecessary, time consuming, duplicates previously completed efforts, and wastes valuable ICAO and FAA resources. (The majority of nations already subscribe to the U.S. Federal Aviation Regulations (FAR's) or the European Joint Aviation Regulations (JAR's), and no country is utilizing the ATM to develop their own airworthiness code. Uniformity between national codas, which is the objective of the ATM, has largely been achieved by the FAR's and JAR's.)

FAA ACTIVITY IN ICAO

Index of ICAO Committees, Panels and Study Groups Having Principal FAA Involvement

	FAA Principal Office	Resume #
COMMITTEES		
1. Future Air Navigation Systems Committee	ADL-30	V-1
2. Committee on Aviation Environmental Protection	AEE-1	V-2
PANELS		
1. Airworthiness Committee*	AWS-1	V-3
2. All Weather Operations Panel	APM-410	V-4
3. Obstacle Clearance Panel	AFO-230	V-5
4. Operations Panel	AFO-210	V-6
5. Personnel Licensing and Training Panel	AFO-840	V-7
6. Replacement of the Nautical Mile Panel	AVN-4	V-8
7. Review of the General Concept of Separation Panel	AES-310	V-9
8. ICAO Statistical Panel**	AIA-220 (CAB/BB-556)	V-10
9. Secondary Surveillance Radar Improvements and Collision Avoidance Systems Panel	APM-300	V-11
10. Visual Aids Panel	AAS-200	V-12
11. Visual Flight Rules Operations Panel	AAT-230	V-13
12. Panel on Route Facility Costs**	APO-1	V-14
STUDY GROUPS		
1. Study Group on Airport Rescue and Firefighting	AAS-120	V-15
2. Frequency Management Study Group	AES-500	V-16
3. Harmful Interference Study Group	AES-510	V-17
4. Study Group on Runway Surface Conditions	AAS-1	V-18
5. Study Group on Security	ACS-5	V-19
6. Study Group on Simultaneous Operations on Parallel or Nearly Parallel Instrument Runways	AAT-320	V-20
7. Study Group on Surface Movement Guidance and Control Systems	ACT-301	V-21
8. Windshear and Turbulence Study Group	AFO-210	V-22
9. Frangible Aids Study Group	APM-410	V-23
10. Study Group on Take-off Obstacle Accountability Areas	AFO-220	V-24
11. Enroute Obstacle Clearance Criteria Study Group	AFO-230	V-25
12. Study Group on Volcanic Ash Warnings	ASF-300	V-26
13. Extended Twin Operations Study Group	AFO-210	V-27
14. Aeronautical Speech Circuit Switching and Signalling Study Group	ADL-15	V-28

* Although referred to as a "Committee", it is organized and treated as a "Panel" by ICAO.

** This is an Air Transport Committee panel.

	FAA Principal Office	Resume #
REGIONAL GROUPS		
15. North Atlantic Traffic Forecasting Group	APO-110	V-29
16. North Atlantic Systems Planning Group	AIA-120	V-30
17. 7th ICAO European Regional Air Navigation Meeting	AIA-100	V-31
18. European Air Navigation Planning Group (EANPG)	AEU-500	V-32
19. Navigation Aids and Area Navigation Working Group (NARG)	AEU-500	V-33
20. Working Group on EUR ILS/MLS Transition (IMTEG)	AEU-500	V-34
ADDITIONAL FAA EFFORTS		
1. Evaluation of New Procedures of the Interagency Group on International Aviation (IGIA)	AIA-100	V-35
2. ICAO 26th Assembly	AIA-100	V-36
3. Assessment of U.S./FAA Participation in ICAO Groups	AIA-100	V-37
4. Committee for European Airspace Coordination (CEAC)	AEU-500	V-38

INTERNATIONAL PROJECT RESUME V-1

Date of Resume: 8/30/84 Preparing Organization: AIA-100
Program Area: International Civil Aviation Organization (ICAO)
Project Title: Future Air Navigation Systems Committee (FANS)

Principal Office:
Mr. S. B. Poritzky, ADL-30
Manager, Technical Liaison Staff
Development and Logistics
Telephone: 426-8332

Supporting Office(s):
AIA, AAT, AFO, ATA, ARINC

Project Description: Begun in 1984 for indefinite period.

The ICAO FANS Committee has been formed as a result of an initiative by a number of States, including prominently the United States, to undertake two basic tasks:

1. To bring to implementation the recommendations for improvements in oceanic areas and areas where air traffic control services may not be fully developed and improvements recommended by the Committee to Review the Application of Satellite and Other Techniques to Civil Aviation (Aviation Review Committee), and subsequently endorsed by the U.S.

2. To examine the prospective impact of new technologies on the international aviation system in terms of requirements, technological applicability, and acceptable international management mechanisms.

Objectives: The basic interests of the United States in the FANS Committee are:

1. To help achieve implementation of the recommendations and methodology of the Committee to Review the Application of Satellite and Other Techniques to Civil Aviation.

2. To help ICAO examine future needs in a system context; i.e., not only to consider specific new technologies, but to consider them in the context of valid requirements, cost effectiveness, and practical mechanisms for the achievement of the capabilities and their benefits.

3. To help improve the international aviation support system to serve U.S. passengers and air operators better and more safely.

4. To achieve better international understanding of the U.S. National Airspace System (NAS) modernization and to help others see the value of those NAS Plan elements and systems which are applicable outside the U.S.

5. To identify requirements and, subsequently, technologies which will be required to serve world aviation in the future:; and to help assure that U.S. technologies and industries will have the opportunity to play a leadership role.

Approach:

It is likely that in consideration of new technologies a number of forces will be arrayed to promote leadership, if not dominance, by countries other than the U.S. There is a distinct possibility that in the area likely to be identified as most fruitful by FANS, i.e., satellite technology as applied to aviation, the U.S. will be challenged heavily by others, most likely the Soviet Union, Europe, and Japan. It is essential to avoid confrontations, if the future viability of ICAO as a standardizing body is to be maintained in the common interest.

Since past controversies were spawned by commercial entities (in the U.K.) and stakes are likely to be higher in the satellite area, a broad body of support for new U.S. initiatives is essential.

Milestones: Date Due:

None scheduled at this time for FY 1985

Status: The first meeting was held in July 1984 for the purpose of preparing a detailed work program.

Notes:

A basic U.S. position or outlook on issues of this kind is needed (including decisions on which issues should be raised in FANS, and which avoided) before the work of the Future Air Navigation Systems Committee begins, since the manner in which the work will be structured and issues addressed will, to a large degree, foreordain the outcome.

A series of issues have been circulated with the intent of formulating a U.S. viewpoint for each.

Members :

Saudi Arabia, Denmark, Canada, France, Spain, Japan, U.S.S.R., Brazil, U.K., Iceland, U.S., the Netherlands, West Germany, Iraq, Australia, India, Austria, Belgium, Luxembourg, Switzerland, IAOPA, IATA, IFALPA, IFATCA

Observer Countries: Mexico, Ireland

Resources (Employee-Years)	FY 1985
Principal Office	1.0

Date of Resume: 8/27/84 Preparing Organization: AEE-1

Program Area: International Civil Aviation Organization (ICAO)

Project Title: Committee on Aviation Environmental Protection (CAEP)

Principal Office:
John E. Wesler
Director of Environment and Energy, AEE-1
Telephone: 426-8407

Supporting Office(s):
AIA, AWS, AFO, ARO

Project Description: This committee formed in 1983 combines two previous technical committees, the Committee on Aircraft Noise (CAN) and the Committee on Aircraft Engine Emission (CAEE). The committee undertakes specific studies related to control of aircraft noise and gaseous emissions from aircraft engines, including the development of international certification standards for future developed engines.

Objectives:

1. To assure that any ICAO standards developed relating to aircraft noise and emissions are compatible with U.S. standards to ensure that U.S.-manufactured aircraft will meet certification standards in other countries in order to facilitate their sale.

2. To ensure that any certification schemes developed are effective and reliable from the viewpoint of technical feasibility, economic reasonableness and environmental benefit to be achieved.

Approach: The FAA member attends meetings and presents technical information and data, acts to coordinator and consolidate results to assure U.S. viewpoint represented. Ensures that developments in other associated fields are taken into account in the committee's work, e.g., land use planning, noise abatement operating procedures, and emission control through operational practices.

Milestones:	Date Due:
ICAO Helicopter Noise Standards go into effect	January 1, 1985
Meeting of WG's 1 and 2	March 1985
First meeting of CAEP	Fourth Quarter 1985

Status: Work progressing through three Working Groups.

1. Subsonic Jet and Heavy Propeller Aeroplanes
2. Light Propeller Driven Aeroplanes
3. Aircraft Engine Emission

Notes:

Members: Australia, Brazil, Canada, France, Germany, Federal Republic of, Italy, Japan, Netherlands, Poland, Switzerland, Sweden, UK, USA, USSR, plus (as observers) AACC, IATA, ICCAIA, IFALPA, ISO, WMO.

Resources: (Employee-Years) FY 1985
Principal Office: AEE 4

Date of Resume: 6/11/84 Preparing Organization: AIA-100

Program Area: International Civil Aviation Organization (ICAO)

Project Title: Airworthiness Committee (AIRC)

Principal Office:
Mr. Craig Beard, AWS-1
Director of Airworthiness
Telephone: 426-8235

Supporting Office(s):
AIA

Project Description: Established in 1956 for an indefinite period. It was formed to study all aspects of airworthiness, e.g., airplane performance, structure, and design and construction problems. It is currently tasked to compile an Airworthiness Technical Manual (ATM) to provide SARPS for countries without their own standards

Objectives:

FAA continues to oppose ICAO Airworthiness Committee attempts to develop an Airworthiness Technical Manual (ATM) because it is unnecessary, time consuming, duplicates previously completed efforts, and wastes valuable ICAO and FAA resources.

- The ATM is neither a "recommended practice" nor mandatory, and can only serve as a guidance document.
- The majority of nations already subscribe to the U.S. Federal Aviation Regulations (FAR's) or the European Joint Aviation Regulations (JAR's).
- No country is utilizing the ATM to develop their own airworthiness code.
- Uniformity between national codes, which is the objective of the ATM, has largely been achieved by the FAR's and JAR's.

Approach: The FAA attempts to influence the output of the various working groups as they prepare projects for submission to the Committee to assure compatibility with U.S. standards. In many cases, the FAA has written to the ICAO Secretariat and working groups of its opposition to a particular project or its inability to support work projects because they are not needed.

Milestones: Date Due:
None planned in FY 1985

Status: The ANC working Group on Panels has recommended the AIRC be terminated, with any essential tasks distributed to other appropriate bodies. ANC will decide AIRC fate during the 106th ANC Session (April to June 1985).

Notes:

No progress has been made by the working Group on Continuing Airworthiness due to lack of response from members of the group. The working Group on Structures has been inactive for several months. No member is willing to take up the rapporteurship of the group. Insignificant progress was made through correspondence.

Members:
Australia, Belgium, Canada, France, West Germany, Italy, Japan, the Netherlands, U.K., U.S., U.S.S.R., IATA, IFALPA, ICCAIC

Resources: (Employee-Years)	FY 1985
Principal Office	0

Date of Resume: 8/27/84 Preparing Organization: AIA-100

Program Area: International Civil Aviation Organization (ICAO)

Project Title: All Weather Operations Panel (AWOP)

Principal Office:
Mr. Seymour Everett, APM-410
Navigation and Landing Division
Telephone: 426-3380

Supporting Office(s):
AIA, AFO

Project Description: Established in 1963, on an indefinite basis to propose progressive advances in all weather operations capability. Currently, it is actively involved in technical tasks associated with the development of MLS SARPS, and detailed planning and coordination of the international transition to MLS from ILS.

Objectives:

1. Minimize transition period to MLS, during which both ILS and MLS will be available, in order to reduce any disruptions of the system for the users.

2. Ensure content of MLS SARPS and guidance material agree with U.S. standards.

3. Ensure no change of the ILS protection date occurs independent of the ICAO/MLS Transition Plan.

Approach: The FAA approach is to work with other countries to initiate regional transition plans for the 1985 communications meeting and to speed up the processing of DME/P SARPS. The FAA also attempts to influence ICAO working group activities on ILS work, particularly the protection date for ILS.

Milestones:	Date Due:
Tenth Meeting of the All Weather Operations Panel	September 1984
Communications Divisional Meeting to review the ILS/MLS transition plan.	September 4-28, 1985
MLS Symposium	September 1985

Status: AWOP/10 held September 4-21, 1984

Notes:

Panel work estimated to continue for several years on the MLS project.

Members: Australia, Brazil, Canada, France, W. Germany, Italy, Japan, the Netherlands, Spain, U.K., U.S., USSR, IATA and IFALPA.

Resources: (Employee-Years)	FY 1985
Principal Office:	0.2
Support Contractor:	0.2

Date of Resume: 8/27/84 Preparing Organization: AIA-100
Program Area: International Civil Aviation Organization (ICAO)
Project Title: Obstacle Clearance Panel (OCP)

Principal Office:
Mr. Thomas H. Quinlan
Flight Procedures Standards Branch, AFO-230
Air Transportation Division
Office of Flight Operations
Telephone: 426-8277

Supporting Office(s):
AVN and AIA

Project Description: Formed in 1966 to develop and maintain obstacle clearance criteria for design of instrument approach procedures. The most recent task assigned to the OCP is to develop criteria for microwave landing system's (MLS) precision instrument approach procedures

Objectives: To ensure the "proven" United States (U.S.) standard criteria are represented and presented to the OCP with the view toward international acceptance. Federal Aviation Administration (FAA) will endeavor to assure ICAO design criteria similar to the U.S. standard in order to facilitate operations by U.S. air crews involved in international aviation by providing a common, familiar system from country to country.

Approach: United States experts attend formal OCP meetings and working group meetings. Departure criteria presented by the U.S. at meetings since 1979 have been accepted for publication in International Civil Aviation Organization (ICAO), Doc 8168-OPS/611, as Amendment 3, effective November 22, 1984. ICAO member States will have instrument departure design criteria for the first time, and it is similar to the U.S. Standard for Terminal Instrument Procedures (TERPS).

Milestones:	Date Due:
Published PANS-OPS, Volume II, Amendment 3	November 22, 1984
Panel Meeting and Position Paper	November 13-28, 1984
Communications Divisional Meeting on ILS/MLS Transition	September 4-28, 1985
MLS Symposium	September 1985

Status: The target date for completion of MLS instrument procedures design criteria is not set, but is closely associated with development of criteria by FAA.

Notes: Holding pattern criteria discussions require the involvement and coordination of Air Traffic Service. This criteria does not conform to U.S. criteria.

Members:
Australia, Canada, France, Federal Republic of Germany (FRG), the Netherlands, Sweden, Switzerland, U.S., USSR, IATA, IFALPA, IAOPA

Resources: (Employee-Years)	FY 1985
Principal Office	0.25 year

INTERNATIONAL PROJECT RESUME V-6

Date of Resume: 6/11/84 Preparing Organization: AIA-100

Program Area: International Civil Aviation Organization (ICAO)

Project Title: Operations Panel (OPS)

Principal Office:
Mr. Jerald M. Davis, AEO-210
Mgr., Flight Technical Programs
Air Transportation Division
Office of Flight Operations
Telephone: 426-8452

Supporting Office(s):
AIA

Project Description: Established in 1976 for an indefinite period to conduct studies and recommend SARPS concerning airplane flight operations, instrumentation and equipment.

Objectives:

1. To get terms of reference redefined to include current relevant problems such as MLS and the new high technology aircraft (present terms of reference are outdated).

2. Ensure that ICAO SARPS and guidance material are compatible with U.S. practices, and strongly oppose any ICAO actions which would unnecessarily restrict any segment of aviation or provide an unfair economic advantage to foreign operators.

3. Strongly oppose any attempts to establish ICAO as a worldwide regulatory authority since this responsibility lies with States.

Approach: FAA working with U.S. commissioner in order to try to get terms of reference redefined.

Milestones:	Date Due:
Meeting of WG of the whole	Oct 1984
Panel meeting and position paper	Fall 1985
Review requirements for MLS	Fourth Quarter 1985

Status: Delays of Panel meetings because of low priority set by several members and inappropriate terms of reference. Panel will attempt to resolve issues through correspondence.

The ANC (104-4) referred CAN/7 Recommendations 1/3 (Criteria for noise abatement operating procedures) and 2/6 (Noise abatement operating procedures - propeller-driven aeroplanes) to the OPSP for study as to possible inclusion in PANS-OPS, Volume 1.

Notes: If not successful in having terms of reference redefined U.S. may resign from Panel.

Members: Tunisia, Lebanon, Australia, Czechoslovakia, Denmark, France, Fed. Rep. of Germany, Japan, the Netherlands, Nigeria, Spain, U.K., USSR, U.S., IATA, IFALPA

Resources: (Employee-Years)	FY 1985
Principal Office	0.1

INTERNATIONAL PROJECT RESUME V-7

Date of Resume: 8/29/84 Preparing Organization: AIA-100
Program Area: International Civil Aviation Organization (ICAO)
Project Title: Personnel Licensing and Training Panel (PELT)

Principal Office:
Mr. Arthur C. Jones, AFO-840
Manager, Certification Branch
General Aviation and Commercial Division
Telephone: 426-8196

Supporting Office(s):
AIA

Project Description: This panel was formed on a U.S. initiative in 1981 for a three year period to make recommendations to update the flight related licensing SARPS of Annex 1. It was a reaction to the unacceptability of a revision of Annex 1 prepared by a Secretariat study group.

Objectives: The FAA's objective is to ensure' that the international licensing SARPS reflect as close as possible the U.S. standards in order that in the future U.S. held licenses will be recognized and accepted worldwide by all States.

Approach: The U.S. members' approach is low-keyed, making extensive use of one-on-one negotiations to sell the U.S. viewpoint or resolve issues, as well as providing information on U.S. procedures at meetings. Has found States willing to accept U.S. procedures as long as information offered helpfully rather than forcefully.

Milestones:	Date Due:
Working Group of the Whole Meeting	December 1984
Third Panel Meeting and position paper	April 16-May 3, 1985
Final Update agreed upon by Member States	July 1986
Submit recommendations for Amendment of Annex 1 to ANC	January 1987

Status: Panel will need a time extension (from 1985 to 1987) to complete its work.

Notes:

Members:
Australia, Brazil, Canada; Chile, Denmark, Egypt, Spain, West Germany, France, Italy, Japan, the Netherlands, U.K., USSR, U.S., IAOPA, IFALPA

Resources: (Employee-Years)	FY 1985
Principal Office	0.1

INTERNATIONAL PROJECT RESUME V-8

Date of Resume: 8/27/84 Preparing Organization: AIA-100

Program Area: International Civil Aviation Organization (ICAO)

Project Title: Replacement of The Nautical Mile Panel (RNMP)

Principal Office:
Mr. William Thievon, AVN-4
Aviation Standards National Field Office
Telephone: 749-4366

Supporting Office(s):
AIA, ADL

Project Description: Established in 1979 to study all aspects and develop, as soon as possible, an optimized plan for the assumed termination of the use of the units nautical mile and knot in international civil aviation. The termination is not to occur before 31 December 1990.

Objectives:

1. Ensure an orderly phase-in of metric distance and speed units which does not confuse U.S. crews and minimizes adverse safety impacts on U.S. civil aviation.

2. Assure international horizontal distance and speed units adopted are compatible with that used for altitude measurement.

Approach: The panel is an information gathering group. No decision concerning a complete change to kilometers has been finalized, nor can it be made, until the altitude and airspeed dimensions and the economic factors are evaluated.

Milestones:	Date Due:
Meeting of WG of the Whole	November 1984

Status: The basic information on equipment and charts has been collected (without details), but it has not been finalized or assimilated. The proposed meeting is to determine if it is worthwhile to continue working on the project or if the panel should be abolished pending the resolvement of other navigational issues.

Notes: The planned Fall 1984 meeting is to determine if there is any future productive work, or whether to recommend this Panel be abolished.

Members:
Argentina, USSR, U.K., U.S., IAOPA, IATA, IFALPA

Resources: (Employee-Years)	FY 1985
Principal Office	0

INTERNATIONAL PROJECT RESUME v-g

Date of Resume: 8/27/84 Preparing Organization: AIA-100

Program Area: International Civil Aviation Organization (ICAO)

Project Title: Review of the General Concept of Separation Panel (RGCSP)

Principal Office:
Mr. Jerry W. Bradley, AES-310
Manager, Separation Standards and Future Navigation Systems Systems Engineering Service
Telephone: 426-3008

Supporting Office(s):
AIA, ADL-32, AAT-300, ACT-200, AWS-100, AFO-200

Project Description: Formed in 1969 to review the general concept of separation, in order to achieve better use of the airspace, taking advantage of current and expected developments in navigational capability. The Panel is expected to develop appropriate Standards and Recommended Practices (SARPS) for inclusion in ICAO documents.

Objectives: To ensure that ICAO separation standards are compatible with U.S. goals and standards, and that they reflect the technical state-of-the-art separation capabilities that exist for both over land and oceanic routes. The primary U.S. objective is the establishment of a 1000 foot vertical separation in lieu of a 2000 foot separation above FL290.

Approach: The Panel develops mathematical models representing the interrelation of the factors pertinent to the determination of separation minima and validates those models by analyzing data obtained from measurements.

Milestones:	Date Due:
RGCSP/5 scheduled	May 6-17, 1985
Spacing between ATS routes defined by VOR (Annex 11, Appendix E)	June 1985
RGCSP/6	June 1987
Recommendations on Vertical Separation Reduction Submitted to ANC	June 1988

Status: Work is continuing on reduction of lateral, longitudinal, and vertical separation. The major effort for 1983-1988 is to determine the minimum safe vertical separation above FL290.

Notes: RGCSP has not set any dates or milestones. These are estimates by the U.S. member.

Members: Australia, France, W. Germany, Japan, U.K., USSR, U.S., the Netherlands, Pakistan, Senegal, IATA, IFALPA

Resources: (Employee-Years)	FY 1985
Principal Office:	0.25

INTERNATIONAL PROJECT RESUME V-10

Date of Resume: 7/12/84 Preparing Organization: AIA-220

Program Area: International Civil Aviation Organization (ICAO)

Project Title: ICAO Statistical Panel

Principal Office:	Supporting Office(s):
Civil Aeronautics Board	AIA-220
Robert E. Hedges	Telephone: 426-3170
B-56	
Telephone: 673-6178	

Project Description: Originated in mid-1960's on a continuing basis by the Air Transport Committee. Technical panel to provide advice on statistical, data collection, and accounting matters. Advice does not relate to advocacy or recommendation of any particular course of action.

Objectives:

1. Substantially reduce or eliminate the amount of service segment data (traffic, fleet and personnel, and financial data) presently collected from domestic scheduled airlines.

2. Curtail reporting requirements of international scheduled airlines to basic needs of Secretariat in each of the categories collected: Traffic; On-Flight Origin and Destination; Traffic by Flight Stage; Fleet and Personnel; and Financial Data.

3. Assure ICAO reporting requirements are compatible with U.S. information systems.

Approach: When participating in a Panel meeting to consider revisions of the ICAO Statistical Reporting Program, efforts are made to ensure, to the extent possible, that reporting requirements are compatible with existing U.S. statistical/information systems. Efforts are made to reduce the reporting burden to the public, i.e., airports, air carriers, pilots, and to the U.S. Government. Additionally, FAA is monitoring existing U.S. statistical programs to assure that its data sources are continued since the U.S. has a treaty obligation to file statistical reports to ICAO.

Milestones:	Date Due:
Meeting to consider the results of the first section of the Overall Review of the ICAO Statistical Program	August 1985

Status:

Notes: It is anticipated that CAB sunset will reduce the requirements for collection of domestic service segment data but the extent of the impact is still uncertain.

Members:
Australia, Brazil, Canada, Czechoslovakia, Egypt, France, Italy, Lebanon, the Netherlands, Senegal, Switzerland, U.S., U.K., U.S.S.R., Zaire

Resources: (Employee-Years)	FY 1985
FAA Principal Office:	0.1

INTERNATIONAL PROJECT RESUME V-11

Date of Resume: 8/30/84 Preparing Organization: AIA-100

Program Area: International Civil Aviation Organization (ICAO)

Project Title: Secondary Surveillance Radar Improvements and Collision Avoidance Systems Panel (SICASP)

Principal Office:
Dr. Clyde A. Miller, APM-300
Program Engineering and Maintenance Service
Communications and Surveillance Division
Telephone: 426-3193

Supporting Office(s):
AIA, AWS-100, AFO-200

Project Description: Conduct studies to develop SARPS, procedures and guidelines concerning Secondary Surveillance Radar (SSR) enhancement and related data-link and collision avoidance systems (CAS). A continuing panel, established in 1981 - work likely to go on for three to four years.

Objectives: Support the establishment of ICAO SARPS which are based on the U.S. developed efforts and standards for the SSR and CAS systems the U.S. is presently in the process of implementing. To prevent any adverse economic impacts on U.S. manufacturers and the FAA resulting from changes that could be required by ICAO SARPS should they differ significantly from the present U.S. standards.

Approach: The FAA encourages the Panel to base its work program and products on known techniques and completed development efforts. FAA results are presented in comprehensive technical papers, in discussions during working group and panel meetings, an in one-on-one meetings with Panel members from other States.

Milestones:	Date Due:
SICASP/2 Scheduled	October 22-November 9, 1984
Communications Divisional Meeting	September 1985
SICASP/3 Expected	First Quarter 1986

Status: SICASP currently developing SARPS for SSR Mode S and airborne collision avoidance systems based on U.S. standards.

Notes:

Panel Members:
Australia, Brazil, France, Canada, Federal Republic of Germany, Israel, Italy, Japan, Netherlands, Kenya, Mexico, Nigeria, USSR, U.K., U.S., IATA, IFALPA

Resources: (Employee-Years)	FY 1985
FAA Principal Office:	2.5
Support Contractor:	2.5

INTERNATIONAL PROJECT RESUME V-1 2

Date of Resume: 8/27/84 Preparing Organization: AIA-100

Program Area: International Civil Aviation Organization (ICAO)

Project Title: Visual Aids Panel (VAP)

Principal Office:
Mr. Robert Bates, AAS-300
Engineering and Specifications Division
Office of Airport Standards
Telephone: 426-3824

Supporting Office(s):
AIA, AFO, AR0

Project Description: Established in 1958 to develop SARPS in the area of visual aids (lighting and marking) at airports including their design, development, installation operation and maintenance.

The work of the Panel is done by three working groups whose work programs include:

1. Light intensity control - the Panel has recently revised the table of light intensity settings for day conditions included in the Aerodrome Design Manual, Part 4.

2. Marking of overhead wires - the Panel has recently agreed on such aspects as the shape, size, spacing and colors for markings to be displayed on overhead wires and proposed a draft amendment to Annex 14. This concluded the Panel's work on this subject.

3. Visual aids for international helicopter operations - the Panel has recently proposed a substantial amendment to Annex 14 covering both marking and lighting aids for helicopter operations in visual meterological conditions (VMC).

4. Visual aids for taxiing - recently developed specifications for inclusion in Annex 14 on color coding exit taxiway center line lights (to provide runway clearance information).

Objectives: For ICAO to adopt U.S. standards so that U.S. crews involved in international civil aviation will not be faced with unfamiliar lighting and marking systems as they fly from country to country.

Approach: Most of the work is done through correspondence; FAA submits data, information and comments to espouse adoption of U.S. standards.

Milestones:	Date Due:
Meeting of WG on visual aids for helicopter operations	March 1985

Status: Consensus on recommendations being handled by correspondence. The Panel expects to complete work on all items except those related to helicopter operations in instrument meterological conditions (IMC) before the end of 1986.

Notes: The Panel cannot progress in the helicopter related tasks until the HELIOPS Panel has developed instrument flight procedures for helicopters.

Members:
Australia, Belgium, Canada, France, West Germany, Japan, the Netherlands, Mexico, Spain, U.K., USSR, U.S., CIE, IATA, IFALPA, AACC, Inter-Governmental Maritime Consultative Organization (IMCO)

Resources: (Employee-Years)	FY 1985
Principal Office	0.1

Date of Resume: 8/27/84 Preparing Organization: AIA-100

Program Area: International Civil Aviation Organization (ICAO)

Project Title: Visual Flight Rules Operations Panel (VFOP)

Principal Office:
Mr. Harold W. Becker, AAT-230
Airspace and Air Traffic Rules Branch
Telephone: 426-8783

Supporting Office(s):
AIA, AFO-800

Project Description: Established in 1981 for an indefinite period, to review and update the concepts, skills and procedures applicable to VFR. To review the "see and be seen" concept and some of the general rules contained in Annex 2 that have bearing on VFR operations. To review proposals from the Personnel Licensing and Training Panel on the qualifications of private pilot licensing to ensure compatability with reclassified airspace.

Objectives:

1. Assure that any SARPS which are developed are consistent with U.S. practices. Prevent the adoption by ICAO of more stringent standards, which could produce a detrimental economic impact on U.S. general aviation.

2. Support rapid amendment of regulatory documents and guidance concerning the "see and be seen" concept, visual collision avoidance and VFR right-of-way rules.

3. Support development of new airspace classifications to establish a clear relationship between each type of airspace and operations permitted in each.

Approach: The FAA attempts to convince other VFOP members of the benefits of FAA policies on VFR operations and airspace designation, by submitting technical papers and reports, which present the results of the state-of-the-art research activities carried on by FAA.

Milestones:	Date Due:
Working Group-of-the-Whole Meeting	March 1985
Third Panel Meeting	September 1985

Status: Very active correspondence phase in progress to develop amendments to SARPS covering the introduction of new types of airspace.

Panel is likely to conclude its work in the next two or three years.

Notes:

Members:
Australia, Brazil, Canada, France, West Germany, India, Japan, Nigeria, Egypt, U.S., U.S.S.R, U.K., IAOPA, IATA, IFALPA, FAC

Resources: (Employee-Years)	FY 1985
Principal Office	0.3

INTERNATIONAL PROJECT RESUME V-144

Date of Resume: 8/27/84 Preparing Organization: APO

Program Area: International Civil Aviation Organization (ICAO)

Project Title: Panel on Route Facility Costs

Principal Office:
Harvey B. Safeer, Director
Office of Aviation Policy and Plans (APO-l)
Telephone: 426-3331

Supporting Office(s):
NOAA

Project Description: The review and development of guidance material in the manual on Route Air Navigation Facility Economics (ICAO Doc. 9161) with particular reference to:

a. Guidelines for cost accounting and cost allocation taking into account recent developments in accounting practices; and

b. Possible methods of allocating costs among categories of users.

Objectives: Assure adoption of cost-based cost recovery policies and procedures which are non-discriminatory to U.S. air carriers.

Approach: Attend panel meetings to develop and review ICAO guidance material, submit technical papers to the Panel on cost allocation and recovery procedures and practices, and correspond with panel members on technical issues, espousing those principles which will produce SARPS that are non-discriminatory to U.S. air carriers.

Milestones:	Date Due:
Panel Meeting to Review Update of ICAO Doc 9161	December 3-14, 1984

Status: Work progressing throughthree Working Groups.

Notes: There is one more meeting anticipated in mid or late 1985 with the objective of completing the work on the new manual by mid 1986.

Members: Brazil, Belgium, Canada, Chile, Fiji, Finland, France, Fed Rep. of Germany, Niger, Spain, U.K., U.S., Czechoslovakia, Kenya

Observers: Argentina, Italy, Venezuela, IATA, IACA, WMO

Resources: (Employee-Years)	FY 1985
Principal Office:	0.1

Date of Resume: 6/12/84 Preparing Organization: AIA-100

Program Area: International Civil Aviation Organization (ICAO)

Project Title: Study Group on Airport Rescue and Fire Fighting

Principal Office:
Mr. Bertrand Ruggles, AAS-120
Design and Operations Criteria Division
Office of Airport Standards
Telephone: 426-3444

Supporting Office(s):
AIA

Project Description: Begun in 1979 to assist the Secretariat with the revision of the existing ICAO material on airport rescue and fire fighting, to develop new specifications as needs are identified, and to prepare a proposed amendment to Annex 14, Chapter 9 for presentation at the next Aerodrome, Air Routes and Ground Aids Section (AGA) Division Meeting. Subsequently, requested to assist in preparation of a Chapter 10 on fire protection at heliports.

Objectives: To the maximum extent possible, ensure that revisions or newly proposed specifications are patterned on and consistent with U.S. standards. This would enhance competitive position of U.S. manufacturers of fire and rescue equipment on the international market.

Approach: Active participation in Study Group meetings and "round-robin" correspondence, permitting the FAA to affect the content and quality of proposals in a wide variety of airport rescue and fire fighting tactics. By presentation of empirical data from U.S. airport operators, U.S. safety equipment industry and U.S.G. research, the FAA influences ICAO proposals at the draft stage, ensuring that final products will be both acceptable and in the U.S. interest.

Milestones:	Date Due:
Provide the Secretariat with technical assistance related to implementation of the airport fire and rescue portions of Amendment 36 to Annex 14 and draft revisions of Airport Services Manual, Part 1	October 1984
Proposed Amendment to Annex 14, "Airports", by adding Chapter 10 and selected changes in Chapters 1 and 9, as needed for clarity	December 1984

Status: Work continuing via correspondence and is expected to continue through 1985.

Notes:

Members:
Australia, Canada, France, U.K., U.S., IFALPA, AACC

Resources: (Employee-Years)	FY 1985
Principal Office	0.3

Date of Resume: 8/30/84 Preparing Organization: AIA-100

Program Area: International Civil Aviation Organization (ICAO)

Project Title: Frequency Management Study Group (FMSG)

Principal Office:	Supporting Office(s):
Mr. Gerald Markey, AES-500 Manager (Acting), Spectrum Engineering Division Telephone: 426-3269	AIA, FCC, DOS, National Telecommunications and Information Administration (NTIA)

Project Description: Formed in 1975 to assist in the preparation of ICAO's position for the 1977 World Administrative Radio Conference (WARC) and 1979 General WARC of the International Telecommunications Union (ITU). Extended in 1980 to assist ICAO in the preparations for the 1983 and 1987 Mobile WARCS.

The ITU is concerned with radio transmission frequencies and their allocation among users by category, e.g., aviation, maritime, commercial.

Objectives: To improve international aviation safety through improvements in communications reliability and freedom from interference, such as FM broadcast interference to aircraft reception of ATC communications and navigation signals, and to ensure electromagnetic compatibility between user services.

To align ICAO recommendations with U.S. national positions to reflect the state-of-the-art system availability and to mitigate any economic impacts on U.S. manufacturers (who presently produce the majority of international aviation's communications equipment) and owners of U.S.-registered aircraft.

Approach: Prior to presenting a position in this Study Group, extensive deliberation and coordination takes place within the U.S.G. (Supporting Offices above). Our proposals are usually the result of FAA actions within NTIA committees, and user/manufacturer replies to FCC Notices in the Federal Register. The evolution of a proposal often takes two to four years.

Milestones:	Date Due.:
Formulate ICAO position for European Broadcast Conference on criteria for future avionics equipment operating in FM range, and participate in conference.	October-December 1984
Provide aviation inputs to Mobile WARC conference.	1987

Status:

Notes:

Members:
Argentina, Australia, China, France, Iran, Japan, Kenya, Sweden, U.K., U.S., U.S.S.R., and IATA

Resources: (Employee-Years)	FY 1985
Principal Office:	0.1

Date of Resume: 6/11/84 Preparing Organization: AIA-100

Program Area: International Civil Aviation Organization (ICAO)

Project Title: Harmful Interference Study Group (HIRSG)

Principal Office:
Robert A. Frazier, AES-510
Systems Engineering
Federal Aviation Administration
Telephone: 426-8534

Supporting Office(s):
AIA

Project Description: Formed in June, 1978 to assist in preparation for the 1979 International Telecommunications Union (ITU) World Area Radio Conference (WARC) on matters associated with interference in the frequency bands to be allocated to the aeronautical services. Following the Conference it was continued to develop suitable provisions relating to harmful interference, including the establishment of measurement techniques to ensure adequate protection, for insertion in the ICAO Annexes.

Objectives:

1. Work toward the development of realistic radiation limits for industrial, scientific, and medical (ISM) devices.

2. To insure electromagnetic compatibility between aeronautical services and other services which operate in the same or adjacent frequency bands.

Approach: States have been requested to provide information concerning cases of harmful interference and the measures taken to counteract them. These reports are to be circulated for the information of all states, on a continuing basis. As formalized sharing criteria are agreed upon, they will he included in ICAO Annexes or other appropriate publications.

Milestones: Date Due:

None scheduled for FY 1985

Status:

Notes:

Members :
Australia, Canada, France, Italy, Japan, U.K., U.S., USSR, Zambia, the Netherlands, IATA

Resources: (Employee-Years) FY 1985
Principal Office: 0.1

INTERNATIONAL PROJECT RESUME V-118

Date of Resume: 8/27/84 Preparing Organization: AIA-100

Program Area: International Civil Aviation Organization (ICAO)

Project Title: Study Group on Runway Surface Conditions

Principal Office:
Mr. Leonard E. Mudd, AAS-1
Office of Airport Standards
Telephone: 426-3053

Supporting Office(s):
AIA, AFO, AWS, ADL

Project Description: Formed in 1979 to assist the Secretariat in preparing documentation for the Aerodromes, Air Routes and Ground Aids (AGA) Divisional Meeting (1981) agenda item "Runway Braking Action".

Following the 1981 AGA Meeting, the study group was continued to complete two additional tasks:

1. Revise the Airport Services Manual, Part 2, Pavement Surface Conditions

2. Develop on ICAO Circular on Interpreting Wet Runway Friction

Objectives: The FAA is promoting the use of pavement friction measuring devices as a means of assuring adequate maintenance is performed on runway surfaces in order to assure safe conditions wherever U.S.-registered aircraft fly. The U.S. is promoting ICAO adoption of a uniform standard for friction measurement so that friction indices can be consistently interpreted by pilots when flying internationally from airport to airport.

Approach: The U.S. exchanges data and information as this area is presently in an evolutionary state. The U.S. will be providing data to the group from joint FAA/NASA tests.

Milestones:	Date Due:
FAA/NASA data submitted to study group	December 1984
Recommendations for criteria for friction measuring equipment	February 1985

Status:

Notes:

Members:
France, West Germany, Sweden, U.K., U.S., IATA, IFALPA, AACC

Resources (Employee-Years)	FY 1985
Principal Office	0.1

Date of Resume: 6/11/84 Preparing Organization: AIA-100

Program Area: International Civil Aviation Organization (ICAO)

Project Title: Study Group on Security

Principal Office:
Mr. Virgil L. Krohn, ACS-5
Special Assistant for Intelligence
Mr. Alan W. Read, ACS-100
Manager, Aviation Security Division
Telephone: 426-3820

Supporting Office(s):
AIA

Project Description: Formed in 1970 for an indefinite term to develop a Security Manual to aid States in preventing hijacking and other unlawful interference with Civil Aviation. The Manual is complete but the Study Group continues to revise and update security procedures and disseminate recent security experience.

Objectives: To insure that U.S. knowledge and unique expertise in civil aviation security are imparted to all States. This enhancement of world-wide knowledge and improved security posture has and will continue to contribute greatly to international flight safety, which impacts on U.S. citizens and aircraft.

Approach: Shortly after the formation of the Group, two meetings were held and the first issue of the document was drafted. Since then all work continued through correspondence. Since the Group now serves as "staff" for the ICAO Civil Aviation Security Officer, the FAA provides input and comments on issues related to security, and reviews material for Annex 17.

Milestones: Date Due:
No plans for new guidance material or SARPS in FY 1985

Status: Work of the Study Group continues in response to any issues related to security which may arise.

Notes:

Members:
Brazil, France, Switzerland, U.K., U.S., AACC, IATA, IFALPA, ICPO (Interpol)

Resources: (Employee-Years)	FY 1985
(Principal Office)	0.1

INTERNATIONAL PROJECT RESUME V-20

Date of Resume: 8/27/84 Preparing Organization: AIA-100

Program Area,: International Civil Aviation Organization (ICAO)

Project Title: Study Group on Simultaneous Operations of Parallel or Near Parallel Instrument Runways (SOIR)

Principal Office:
Mr. Richard W. Barker
Manager, Terminal Procedures Branch, AAT-301
Air Traffic Service
Telephone: 426-8460

Supporting Office(s):
AIA, AFO, ADL

Project Description: Formed in 1981 to assist the Secretariat in developing specifications and guidance material for simultaneous aircraft operations on parallel and near parallel instrument runways, including the minimum distance between such runways.

Objectives: Assure that the SARPS are compatible with U.S. standards. To reduce separation distances for simultaneous operations on parallel or near parallel runways, in order to improve system airport capacity and yield attendant economic benefits.

Approach: The FAA reviews comments originated by other group members and works toward a consensus on improved specifications and guidance reflecting preferred U.S. procedures.

Milestones:	Date Due:
Review and consolidate SARP material	October 1984
Final review of SARP material	April 1985

Status: At the February 27-March 2, 1984, meeting various members were given the responsibility to draft material to be incorporated into a SARP. The draft materials were completed July 1984.

Notes:

Members:
Canada, Denmark, France, West Germany, U.K.': U.S., AACC, IATA, IFALPA

Resources: (Employee-Years)	FY 1985
(Direct, in Principal Office)	0.1

Date of Resume: 7/18/84 Preparing Organization: AIA-100

Program Area: International Civil Aviation Organization (ICAO)

Project Title: Study Group on Surface Movement Guidance and Control Systems (SMGCS)

Principal Office:
Mr. Bruce M. Singer, ACT-301
Aircraft and Airport Systems
Technology Branch
FAA Technical Center, Atlantic City, N.J. 08405
Telephone: 482-4464

Supporting Office(s):
AIA, AAS, AFO

Project Description: Formed in the mid 70's to assist the Secretariat in developing SARPS and guidance material for taxiing control and guidance systems. Tasked to develop a Surface Movement Guidance and Control 'Manual covering, in depth, material on low visibility/high traffic operations, runway protection measures and apron management.

Objectives: To seek high levels of ground safety by contributing U.S. standards and practices to the study group in order to assure U.S. aircraft safety at foreign airports comparable to that at U.S. airports.

Approach: Most work is accomplished via correspondence and the FAA member circulates U.S. standards among S.G. members with a recommendation that they be adopted.

Milestones:	Date Due:
Second Draft of New Manual on SMGCS available for review	October 1985

Status: Work will continue, via correspondence, until at least 1986, to assemble a final manual.

Notes:

Members: Australia, France, U.S., U.K., AACC, IATA, IFALPA, IFATCA

Resources: (Employee-Years)	FY 1985
Principal Office:	0.1

Date of Resume: 6/12/84 Preparing Organization: AIA-100
Program Area: International Civil Aviation Organization (ICAO)
Project Title: Wind Shear and Turbulence Study Group (WIST)

Principal Office:
Mr. Lou Cusimano, AFO-210
Flight Technical Programs Branch
Air Transport Division,
Office of Flight Operations
Telephone: 426-8452

Supporting Office(s):
AIA, ADL

Project Description: Formed in 1977, to develop operational requirements and standards for equipment and procedures for use in low-level wind shear and turbulence, and for connected wind shear concepts, criteria, and wind shear terminology.

Objectives:

1. Focus on problems associated with low-level wind shear and turbulence.

2. Develop a circular and poster on wind shear.

Approach: All project activity by FAA has been carried out by correspondence.

Milestones: Date Due:
There are no milestones scheduled in FY 1985.

Status: No activity in more than a year and none is now planned.

Notes:
U.S. Member believes study group should be terminated due to lack of activity.

Members:
Australia, U.K., USSR, U.S., ICCAIA, IFALPA, IATA, WMO, the Netherlands, U.K., USSR, U.S., IAOPA, IFALPA, Spain

Resources: (Employee-Years)	FY 1985
Principal Office	0

Date of Resume: 6/19/84 Preparing Organization: AIA-100
Program Area: International Civil Aviation Organization (ICAO)
Project Title: Frangible Aids Study Group

Principal Office:
Mr. Stephen A. Cannistra, APM-410
Approach and Landing Program
Navigation and Landing Division
Telephone: 426-3380

Supporting Office(s):
AIA, AAS

Project Description: Formed in 1981 to develop standards for visual and non-visual aids at airports which will enable them to withstand environmental loads and yet break when struck so as to cause minimal damage to aircraft.

Objectives:

1. To assure that U.S.-registered aircraft that fly to foreign airports will experience a comparable level of safety to that at U.S. airports with respect to collision with objects.

2. To enhance the safety of take-offs and landings by developing standards for equipment that will reduce damage to aircraft that strike them.

3. Assure that standards which are developed for low impact resistant structures (LIRS) will apply to future MLS equipment.

Approach: Develop standards and openly share the information with Study Group members. Closely coordinate with the Group on all phases of the assigned tasks to make the specifications and guidance material more specific; develop failure loads and a method to evaluate new designs as they are developed in the future.

Milestones:	Date Due:
Submission to ICAO of Draft Guidance Material	October 1984
Group Meeting to review draft guidance material for LIRS	November 1984
Group Meeting to finalize guidance material for LIRS	May 1985

Status: Currently under preparation are draft manuscripts covering the new recommended guidance material for the design of LIRS.

Notes:

Members:
Canada, West Germany, the Netherlands, New Zealand, Sweden, U.S., Airport Association Coordination Council (AACC)

Resources: (Employee-Years)	FY 1985
Principal Office	1.0

Date of Resume: 6/19/84 Preparing Organization: AIA-100

Program Area: International Civil Aviation Organization (ICAO)

Project Title: study Group on Take-off Obstacle Accountability Areas (SGTOA)

Principal Office:
Mr. Charles W. Euler, AFO-220
Manager, Air Carrier Branch
Air Transport Division
Office of Flight Operations
Telephone: 426-8094

Supporting Office(s):
AIA

Project Description: Formed in 1982, to validate certain current criteria relating to obstacle accountability,

Objectives:

1. To establish validity of, and update, as necessary, the criteria presently in Annex 6, Part I, "Operation of Aircraft - International Commerical Air Transport," Attachment C, Example 3, Paragraph 3, Take-Off Obstacle Clearance Limitations, relating to such factors as the lateral dimensions of the obstacle accountability areas to be applicable at any point during the departure procedures in Instrument Meterological Conditions (IMC) and/or Visual Meterological Conditions (VMC).

2. Develop corresponding material to Annex 6, Part II, "Operation of Aircraft-International General Aviation", for application of multi-engine airplanes over 12,566 pounds maximum take-off weight.

3. To assure ICAO criteria compatible with U.S. standards in order to facilitate operations by U.S. aircrews involved in international aviation by providing for a common, familiar system from country to country.

Approach: The work of the Group will be processed as much as possible through correspondence.

Milestones:	Date Due:
Review of Annex 6, Part I Completed	November 1984
Draft Update for Annex 6, Part I	June 1985

Status:

Notes: First meeting of study group held in June 1984.

Members:
Canada, France, West Germany, the Netherlands, U.S., U.K., IATA, IFALPA

Resources: (Employee-Years)	FY 1985
Principal Office	0.1

Date of Resume: 6/19/84 Preparing Organization: AIA-100

Program Area: International Civil Aviation Organization (ICAO)

Project Title: Enroute Obstacle Clearance Criteria Study Group (EROCSG)

Principal Office:
Mr. Thomas H. Quinlan, AFO-230
Air Transportation Director
Office of Flight Operations
Flight Procedures Standards Branch
Telephone: 426-8277

supporting Office(s):
AIA

Project Description: Formed in December 1982, but not yet active, to develop enroute obstacle clearance criteria for flight navigation by NDB/VOR.

Objectives: FAA will endeavor to assure ICAO criteria similar to U.S. standards in order to facilitate operations by U.S. air crews involved in international aviation by providing for a common, familiar system from country to country.

Approach: FAA has submitted copy of U.S. criteria (Chapter 17 of TERPS) to study group, suggesting that group recommend their adoption.

Milestones:	Date Due:
Group Review and Comments on U.S. TERPS, Chapter 17	February 1985

Status:

Notes: The prescribed working method of group is through correspondence, meeting held only if absolutely necessary.

Members:
Argentina, Australia, Canada, France, U.S., IATA, IFALPA

Resources: (Employee-Years)	FY 1985
Principal Office	0.1

INTERNATIONAL PROJECT RESUME V-26

Date of Resume: 8/30/84 Preparing Organization: AIA-100
Program Area: International Civil Aviation Organization (ICAO)
Project Title: Study Group on Volcanic Ash Warnings

Principal Office:
Dr. William S. Smith, ASF-201
Safety Analysis Division
Telephone: 426-8256

Supporting Office(s):
AIA
NOAA/National Weather Service
AEE

Project Description: Established in 1982 to develop guidance and procedures relating to the presence of volcanic ash in operating airspace. This includes detecting, observing and reporting of the clouds, forecasting and tracking movements and the issuance and cancellation of warnings to aircraft crews. For the safety of U.S. aircraft, as well as foreign aircraft, the U.S. has been tracking volcanic produced clouds worldwide and has been issuing international NOTAMs.

Objectives:

1. Support development of air transport safety by reducing aircraft exposure to hazards presented by volanic ash clouds.

2. Help other States to develop capability to detect and track volcanic clouds so that they will monitor their own airspace and relieve the U.S. of this self imposed responsibility.

Approach: FAA's work is primarily in the area of tracking volcanic ash clouds, issuing international NOTAMS, and presenting papers on the subject to the Study Group.

Milestones:	Date Due:
Review of U.S. technical papers completed.	January 1985

Status: The Study Group formally commenced work on March 16, 1983. The U.S. has provided the study group with technical papers for review.

Notes: Formal/Informal Agreement with NOAA to provide Weather Services in accordance with recommendations of the ICAO Secretariat.

Members:
Australia, China, U.S., IATA, IFALPA

Resources: (Employee-Years)	FY 1985
Principal Office	0.1

Date of Resume: 6/21/84 Preparing Organization: AIA-100

Program Area: International Civil Aviation Organization (ICAO)

Project Title: Extended Twin Operations (ETOPS) Study Group

Principal Office:
Mr. Jerald M. Davis, AFO-210
Manager, Flight Technical Programs
Air Transport Division
Office of Flight Operations
Telephone: 426-8452

Supporting Office(s):
AIA, ANM-100

Project Description: Formed in June, 1983 to assist the Secretariat in developing operation and airworthiness criteria and provisions for extended range operations of twin-engine commerical air transport planes.

Objectives: To discourage ICAO attempts to develop ETOPS operations and airworthiness standards. The U.S. is working closely with the French and British to develop common certification standards.

Approach: Maintain very close liaison with U.K./CAA, and France/DGCA to ensure airworthiness standards for extended twin-engine aircraft operations (ETOPS) are compatible among the manufacturing States.

Milestones:	Date Due:
Notice of Availability for Public Comment of Draft Advisory Circular on ETOPS Published by FAA	October 1984

Status: Further meaningful ICAO action is doubtful. The Study Group has completed its effort. The ANC sent a letter to select ICAO members asking for responses to queries on the subject and a proposed standard.

Notes: When agreement on airworthiness standards is reached by major manufacturing States, ICAO action will become academic.

Members:
West Germany, U.K., France, U.S., IATA, IFALPA

Resources: (Employee-Years)	FY 1985
Principal Office	0.1

INTERNATIONAL PROJECT RESUME V-28

Date of Resume: 6/19/84 Preparing Organization: ADL-15

Program Area: International Civil Aviation Organization (ICAO)

Project Title: Aeronautical Speech Circuit Switching and Signalling (ASCSS) Study Group

Principal Office:
Mr. William Titus, ADL-15
Office of the Associate Administrator
for Development and Logistics
Telephone: 287-0007

Supporting Office(s):
APM

Project Description: Development of ICAO Standards, Recommended Practices and guidance material for switching and signalling for air traffic services (ATS) speech circuits, as a prerequisite to evolving into a network concept to satisfy ATS speech requirements in a more rational and cost effective manner. Formed early in 1981 for an indefinite period.

Objectives:

1. To ensure enhanced efficiency in the provision of ATS, and in the use of ATS resources.

2. Provision of communications capabilities in locations not otherwise affordable, resulting in enhanced safety for U.S. aircraft which presently fly in these areas.

Approach: Promote the adoption of internationally recognized standards in the interest of equipment availability and considerations of economies of scale.

Milestones:	Date Due:
Council approval of proposed amendments to Annex 10.	December 1984

Status: Subject to Council approval of pending proposed amendments to Annex 10, the work of the ASCSS study group is completed.

Notes:

Members: U.S.A., IFATCA, U.K., Austria, Australia, France, Argentina, Japan

Resources (Employee-Years)	FY 1985
Principal Office	0

INTERNATIONAL PROJECT RESUME V-29

Date of Resume: 6/19/84 Preparing Organization: AIA-100

Program Area: International Civil Aviation Organization (ICAO)

Project Title: North Atlantic Traffic Forecasting Group (NAT/TFG)

Principal Office:
Robert Bowles, APO-110
Office of Aviation Policy and Plans
Telephone: 426-3103

Supporting Office(s):
AIA, AAT

Project Description: Formed in 1965 for an indefinite period to develop annual forecasts of air traffic over the North Atlantic and between North America and the Caribbean area. Annual five-year forecasts are provided for total passengers and total aircraft movements.

Objectives: This group's objective is to assure effective and efficient utilization of resources by providing the various user countries and their air carriers that fly the North Atlantic, and the North Atlantic Systems Planning Group (NAT/SPG), a reasonable forecast for planning and decision-making. As the U.S. is a major user its air carriers will stand to substantially benefit from having this information available.

Approach: Using data obtained from NAT Provider States and IATA North and Mid-Atlantic statistics, the Group has produced an historical statistical data base of annual passengers and annual movements. Data counts are taken twice yearly, July and November, to update data base and five year forecasts are produced by analytical methods.

Milestones:	Date Due:
Process July 1984 data	October 1984
Process November 1984 data	February 1985
19th Annual Meeting and Forecast	May 1985

Status:

Notes:

Members: U.S., U.K., Portugal, Canada

Resource (Employee-Years)	FY 1985
Principal Office	0.1

Date of Resume: 7/12/84 Preparing Organization: AIA-120
Program Area: International Civil Aviation Organization (ICAO)
Project Title: ICAO North Atlantic Systems Planning Group (NAT/SPG)

Principal Office:
Mr. John Matt, AIA-120
Office of International Aviation
Telephone: 426-3210

(The NAT/SPG Member is assigned to AIA under an agreement between AVS, ADL, AAT, and AIA.)

Supporting Office(s):
FAA: AVS, ADL, AAT
Interagency: DOS, CAB, DOC, DOD, FCC, and NTSB
Industry: ATA, ALPA, NBAA, ARINC

Project Description: Formed in 1965 for indefinite period. A continuing project: to develop and obtain IGIA approval for U.S. spokesman in matters discussed in the Group, then defend these positions as U.S. spokesman in the Group. To participate, in cooperation with AFO and AAT, in the management and planning for the North Atlantic system, including the formulation of performance assessments, corrective actions and implementation of new technology.

Objectives: Participation in NAT/SPG permits the U.S. to take part in the management of the entire North Atlantic airspace, including airspace where other States provide air navigation services. Insures that U.S. safety requirements are met; U.S. national 'interests and those of U.S. operators are advanced, including well-being of U.S. half of 20 million passengers and $40-50 billion in annual revenues. U.S. military traffic is facilitated.

Approach: Primary action mode is through meetings of the Group. Proposals for corrective actions or improvements are usually formulated by Members via the consultative process and approved by IGIA. System management is performed via correspondence and telephone/telex contact with other Members and the U.K. central monitoring agency. Investigations of performance deficiencies are coordinated and developed for use at Group meetings for assessment of corrective actions. Long-range planning is performed at meetings and via correspondence. Technological developments are monitored for possible use in the system.

Milestones:	Date Due:
U.S. Assessment of System Performance Completed	January 1985
Next Meeting Prep	February 1985
U.S. Formulate Automatic Dependent Surveillance Concept	March 1985
NAT/SPG Meeting (Paris)	April 1985

Status: Unexpected deterioration of system performance may require unscheduled meeting to formulate required system changes.

Notes:

Members: U.K., Canada, Ireland, Portugal, U.S.A., Iceland, France, the Netherlands

Resources (Employee-Years)	FY 1985
Principal Office	00.55

INTERNATIONAL PROJECT RESUME V-31

Date of Resume: 6/19/84 Preparing Organization: AIA-100

Program Area: International Civil Aviation Organization (ICAO)

Project Title: 7th ICAO European Regional Air Navigation (RAN) Meeting

Principal Office:
Mr. Steven Zaidman
Manager, International Planning and Analysis Division, AIA-100
Office of International Aviation
Telephone: 426-3230

Supporting Office(s):
FAA Offices: AEU, AAT, ADL, AFO, AAS
Interagency: DOC, DOD, DOS

Project Description: Prepare U.S. position for the 7th ICAO European Regional Air Navigation Meeting to he held in Paris, France, November 12-23, 1985

Objectives: Participate, on behalf of U.S. aviation, in the examination of the new FUR regional planning process and the planning of specific measures designed to improve airspace organization and traffic flow in the EUR Region.

Approach: As the assigned principal office, AIA-100 will establish a preparatory group which will meet to discuss the organization and agenda for the meeting when these are received from ICAO. Agenda items will be assigned to the appropriate FAA and other agency offices to develop U.S. positions. A U.S. delegation prepared to present and defend the U.S. positions will be suggested to the Department of State.

Milestones:	Date Due:
(1) Establish preparatory groups and assign responsibilities.	January 1985
(2) Obtain concurrences of U.S. position.	October 1985
(3) Submit Meeting organization analysis and proposed U.S. delegation.	October 1985
(4) Represent U.S. in meeting - present and defend U.S. positions.	November 1985
(5) Furnish report on meeting and arrange follow-through action.	December 1985

Status: The European Air Navigation Planning Group (EANPG) has been preparing documentation for the meeting. AEU and AIA have participated in the preparation and will attend future EANPG meetings as appropriate.

Notes: The primary function of their meeting will be to review and approve for Council consideration the proposals of the EANPG - there will be little opportunity to introduce anything new.

Regional planning group meetings by the EANPG prior to the European RAN meeting is a precedent setting initiative; if adopted for other RAN meetings, the additional requirements to cover these preparatory sessions will necessitate greater resources and travel commitments by all participating States.

Resources: (Employee-Years)	FY 1985
Principal Office: AIA	0.2
AEU	0.4

Date of Resume: 8/28/84 Preparing Organization: AEU-500

Program Area: International Civil Aviation Organization (ICAO)

Project Title: European Air Navigation Planning Group (EANPG)

Principal Office:
Mr. Carl P. Dean
Air Traffic Staff
Europe, Africa and Middle East Office
Telephone: Autovon: 793-2732
Commercial: (Brussels) 32-2/513.38.30, Ext. 2732

Supporting Office(s):
FAA Offices: AIA, AAT
Interagency: IGIA, DOD

Project Description: This group, created in 1971, provides the machinery in the European region to permit the maintenance of an effective continued planning effort in the interval between full scale Regional Air Navigation (RAN) meetings.

Objectives: (1) To attempt to modify any changes to ICAO's European Regional Air Navigation Plan that might create unfavorable conditions for the U.S. Government or its registered aircraft;: both civil and military. (2) To provide technical advice as an interested state to matters discussed by EANPG.

Approach: The FAA member attends meetings and presents technical information and data, offers proposals that will protect or improve U.S. aviation positions; and acts as coordinator for involved stateside offices.

Milestones:	Date Due:
(1) Approve list of working papers to be presented by EANPG to the 7th European Regional Air Navigation (EUR/7) meeting	(Accomplished)
(2) Review and approve working papers identified in May 1984 for EUR/7	December 1984
(3) Review and approve working papers from contributory bodies and EUROCONTROL for EUR/7	May 1985

Status: Attend future meetings of EANPG and provide input for U.S. position at EUR/7.

Notes:

Members: All ICAO European region member states.

Resources:, (Employee-Years)	FY 1985
Principal Office: AEU-500	.4

INTERNATIONAL PROJECT RESUME V-33

Date of Resume:. 8/30/84 Preparing Organization: AEU-500

Program Area: International Civil Aviation Organization (ICAO)

Project Title: Navigation Aids and Area Navigation Working Group (NARG)

Principal Office:
Mr. Carl P. Dean
Air Traffic Staff
Europe, Africa and Middle East Office
Telephone: Autovon: 793-2732
Commercial: (Brussels) 32-2/513.38.30, Ext. 2732

Supporting Office(s):
FAA Offices: AIA, AAT
Interagency: None

Project Description: Created in December 1983 by EANPG, this group in to review the criteria for the deployment of radio navigation aids and to study the possible use of area navigation equipment, including the implementation of area navigation routes, in the European region.

Objectives: (1) Provide technical information and share experience gained by U.S. with area navigation.
(2) Provide proper input to help create an efficient and useful area navigation plan for the European region.

Approach: The FAA member attends meetings and presents technical information and data, offers proposals that will protect or improve U.S. aviation positions, and acts as coordinator for involved stateside offices.

Milestones:	Date Due:
(1) First meeting of NARG	June 1984 (Accomplished)
(2) Review subgroup's work and prepare for second meeting	August 1984 (Accomplished)
(3) Second meeting of NARG	September 1984

Status: Attend future meetings of NARG and provide technical and historical assistance.

Notes:

Members: France, Federal Republic of Germany, Italy, The Netherlands, Spain, Switzerland, United Kingdom, U.S.A., EUROCONTROL, IAOPA and IATA.

Resources: (Employee-Years)	FY 1985
Principal Office: AEU-500	.2

Date of Resume: 8/28/84 Preparing Organization: AEU-500

Program Area: International Civil Aviation Organization (ICAO)

Project Title: European Air Navigation Planning Group (EANPG) Working Group on EUR ILS/MLS Transition (IMTEG)

Principal Office:
Mr. Bennett Flax
Air Traffic Staff
Europe, Africa and Middle East Office
Telephone: Autovon: 793-2734
Commercial: (Brussels) 32-2/513.38.30, Ext. 2734

Supporting Office(s):
FAA Offices: AIA, APM
Interagency: None

Project Description: The IMTEG is developing guidelines for the introduction of MLS into the European region. It aims to produce a coherent, cost-effective plan for the European transition from ILS to MLS.

Objectives: To support timely European transition from ILS to MLS.

Approach: The U.S. member attends meetings and contributes information based on the FAA's experience in MLS development and implementation.

Milestones:	Date Due:
(1) First meeting of IMTEG	March 1984 (Accomplished)
(2) Scheduled second meeting of IMTEG	October 1984

Status: The working group is circulating two questionnaires; one soliciting information on the plans of states for introduction of MLS ground equipment, and the other soliciting information on the plans of aircraft operators for introduction of MLS avionics.

Notes:

Members: Belgium, Finland, France, Federal Republic of Germany, Italy, The Netherlands,; Spain, United Kingdom, United States, IATA, IAOPA, and IFALPA. Finland also represents Denmark, Norway and Sweden.

Resources: (Employee-Years)	FY 1985
Principal Office: AEU-500	.15

Date of Resume: 6/19/84 Preparing Organization: AIA-100

Program Area: International Civil Aviation Organization (ICAO)

Project Title: Evaluation of New Procedures of the Interagency Group on International Aviation (IGIA)

Principal Office:
Mr. Steven Zaidman
Manager, International Planning and Analysis Division, AIA-100
Office of International Aviation
Telephone: 426-3230

Supporting Office(s):
FAA Offices: AVS, ADL, AAT, AGC
Interagency: DOT, DOS, DOD, DOC, CAB, and NTSB

Project Description: Evaluate new procedures of IGIA Executive Secretariat, which screens incoming material, manages process of developing a draft U.S. position, creates communication channels between agencies and levels within agencies, and assigns responsibilities of other offices over their aspect of the case under review.

Objectives:

1. Evaluate reduction of paperwork.
2. Evaluate achievement of policy focus.
3. Evaluate increased capability to take prospective instead of reactive actions.

Approach: The new IGIA coordination process will he reviewed and modified as experience indicates, starting at the beginning of the FY, and after nine months experience with the system as a whole, an assessment report will be issued: (1) comparing the number of documents circulated vs. what would have been; (2) cataloging and analyzing system failures; (3) assessing resource expenditures in terms of personnel and copies; and (4) interviewing IGIA members querying them on (a) operation of system in general and (b) any increase in awareness and its affect.

Milestones:	Date Due:
Evaluation Report Completed	July 1985
Implement Additional Modifications (if needed)	October 1985

Status: The new IGIA procedures replace the old ones, which became outmoded because of managerial and program changes. A study was conducted in early 1984 and its recommendations implemented later that year to increase IGIA's effectiveness in gathering the views of agencies, in using those views to create a U.S. position, and to create a policy focus on technical matters concerned with international aviation.

Notes:

Resources (Employee-Years)	FY 1985
Principal Office	0.3

INTERNATIONAL PROJECT RESUME V-36

Date of Resume: 6/19/84 Preparing Organization: AIA-130
Program Area: International Civil Aviation Organization (ICAO)
Project Title: ICAO 26th Assembly

Principal Office:
Mr. Steven Baidman
Manager, International Planning and Analysis Division, AIA-100
Office of International Aviation
Telephone: 426-3230

Supporting Office(s):
FAA Offices: AAT, ADL, AVS, AGC
Interagency: DOS, DOD, DOC

Project Description: The ICAO Assembly is a meeting convened in Montreal every three years to establish the organization's budget and policies for the next triennium. The Assembly also elects the members of the ICAO Council. All contracting States are eligible to attend. Extraordinary sessions are convened as necessary.

Objectives:

U.S. Government objectives include:
1. Restrict the growth of the ICAO budget.
2. Limit the technical work program to items of worldwide significance.
3. The election of the U.S. to the ICAO Council, Category I State.

Approach: The FAA will provide guidance to the U.S. Member of the ICAO Air Navigation Commission as the ANC conducts its review (mandated by the 24th Assembly) of the ICAO Technical work Program and develops recommendations for the next triennium. This will also be the technical input to the development of the U.S. position on the ICAO budget which will be developed by the DOS. FAA will maintain the position that the technical work program should be restricted to items necessary for the safety and efficiency of international aviation.

Milestones:	Date Due:
ANC Review of Technical Work Program Begun	October 1984
ANC Review Completed	June 1985
U.S. Response to ANC Developed Work Program Completed	September 1985
Draft U.S. Position on ICAO Budget Completed	December 1985
26th Assembly	October 1986

Status: Due to the activity on KAL 007, the Air Navigation Commission has not started its work on reviewing the technical work program. It is expected that the earliest date for ANC beginning their review would be the Fall of 1984.

Notes:

Resources (Employee-Years)	FY 1985
Principal Office	0.1

Date of Resume: 7/12/84 Preparing Organization: AIA-100

Program Area: International Civil Aviation Organization (ICAO)

Project Title: Assessment of U.S/FAA Participation in ICAO Groups (Committees, Panels and Study Groups)

Principal Office:

Mr. Steven Zaidman
Manager, International Planning
and Analysis Division, AIA-100
Office of International Aviation
Telephone: 426-3230

Supporting Office(s):

FAA Offices: AAT, ADL, AVS, AGC, ARP,

Project Description: Assess the need and desireability for U.S./FAA participation on each presently constituted ICAO group (committee, panel and study group). This may include the development of criteria which can be used to assess the desireability and extent of continued U.S./FAA participation. This project will take into account such factors as U.S./FAA objectives , group purpose, progress, and FAA budgeting constaints. The methodology will be used to assess participation in ongoing groups as well as in new groups.

Objectives:

1. To ensure the efficient use of U.S./FAA human and financial resources in international programs.

2. To ensure that U.S./FAA participation in ICAO groups is based upon sound political, technical, and fiscal reasoning.

Approach: Review in depth each ICAO group with U.S. members and FAA management using a criteria check-list. The criteria will be used to develop an ordering of desireability for participation. The procedure will take into account technical, political, and economic factors requiring either mandatory participation or non-participation in certain groups.

Milestones:	Date Due:
Development of criteria completed	December 1984
Review of groups completed	April 1985
Recommendations for degree of participation/ non-participation completed	June 1985
Coordination with DOS completed	July 1985

Status:

Notes:

Resources: (Employee-Years)	FY 1985
Principal Office:	0.3

Date of Resume: 8/28/84 Preparing Organization: AEU-500

Program Area: North Atlantic Treaty Organization (NATO)

Project Title: Committee for European Airspace Coordination (CEAC) and select Working Groups

Principal Office:
Mr. Lonnie Parrish
Manager, Air Traffic Staff
Europe; Africa and Middle East Office
Telephone: Autovon: 793-2730
Commercial: (Brussels) 32-2/513.38.30, Ext. 2730

Supporting Office(s):
FAA Offices: AIA, AAT
Interagency: IGIA, DOD

Project Description: Participate in all matters involving NATO planning, programming and implementation of NATO airspace management and utilization.

Objectives: Ensure that planning and implementation of airspace management requirements and programs in support of NATO's overall mission take into consideration both U.S. civil and military interests and that such plans and programs are developed in accordance with the highest safety standards of airspace utilization.

Approach: The accredited U.S. Civil Delegate (AEU-500) and the accredited U.S. Military Delegate (DOD) will develop proposed U.S. positions of CAEC agenda items for IGIA clearance, defend these positions in each CAEC plenary and through delegated representation in select CEAC subgroups, such as Communication/Navigation (Com/Nav), Air Traffic Services during Times of Tension and War (ATSTTW), and such other CEAC working subgroups as may be pertinent to U.S. civil and military interests.

Milestones: CEAC plenarys are convened twice yearly, early June and mid-November. CEAC working groups meet at various times throughout the year to accomplish assigned tasks and submit reports for CEAC approval during plenarys.

	Date Due:
(1) Establish coordination method for development of U.S. position on CEAC business items	Accomplished
(2) Establish U.S. position for November 8-9, 1984 CEAC Plenary	October 15, 1984
(3) Present and defend U.S. position in plenary	November 8-9, 1984
(4) Furnish report on plenary and arrange necessary follow-up action	November 10, 1984
(5) Review pertinent subgroup activity	March 15, 1985
(6) Develop U.S. position for Spring CEAC Plenary	May 15, 1985

Status: The most recent CEAC plenary was held on June 18-19, 1984, the plenary report was submitted on June 20, 1984. Next ComNav meeting scheduled for September 24-27, 1984.

Notes:

Members: Norway, Sweden, Denmark, U.K., The Netherlands, Belgium, FRG, France, Spain, Portugal, Italy, Greece, Turkey, Canada, U.S.

Resources: (Employee-Years)	FY 1985
Principal Office: AEU-500	0.2
DOD/USAF XOORF	

VI. INTERNATIONAL AIRWORTHINESS CERTIFICATION: BILATERAL AIRWORTHINESS AGREEMENTS

GENERAL

- Bilateral Airworthiness Agreements (or "BAA's") are government-to-government "Executive Agreements", concluded by the Department of State.

- BAA's are technical, not trade agreements. They are intended only to facilitate the reciprocal acceptance of test results, certificates, or marks of conformity issued by the airworthiness authority of the exporting country.

- Without such arrangements, product manufacturers could incur a substantial, unnecessary burden of repetitive certification testing and analysis for each importing country, without recognition of the efforts completed for domestic certification. The BAA's are intended to reduce these burdens by facilitating liaison between the FAA and the foreign airworthiness authority, to ensure that the airworthiness (safety) standards of the importing country are satisfied through maximum use of the exporting country's certification system.

- At the bottom line, BAA's are the mechanism under which the FAA can efficiently secure authenticated technical information to make credible findings that foreign products meet U.S. airworthiness standards.

- There are no U.S. statutes, FAA regulations, international agreements or conventions that require a BAA to exist with the importing country for export of U.S.-manufactured aeronautical products. In fact, many U.S.-manufactured civil aeronautical products are exported to and accepted by many countries which have not entered into a BAA with the U.S. Countries do not usually seek, nor does the U.S. encourage, BAA's unless the other country has an aeronautical product manufacturing industry and desires to export such products to the U.S.

- A two-step process follows State Department receipt of BAA requests from foreign governments. A policy review is first conducted by the Policy Level Group (Deputy Assistant Secretary level and above) within the Interagency Group on International Aviation (IGIA). Only when a favorable policy decision is reached, is FAA asked to evaluate the requesting country's technical readiness for a BAA of the scope requested.

- The U.S. currently has 24 BAA's (See Table VI-l). Product coverage varies, largely depending upon the scope of the BAA partner's industry and airworthiness authority.

- In the 1970's, the U.S. modernized BAA's with major manufacturing countries to deal with the import/export of aircraft from/to "third" countries, (i.e., not the country of manufacture), and the growing multinational design, development and production of aeronautical products.

- The late 1970's also brought new BAA's with countries (e.g., Brazil, Singapore) which found U.S. customers for their aeronautical products.

- Other countries (e.g., Indonesia, China) now have U.S. customers or joint arrangements pending with U.S. manufacturers. Several requests for new or expanded BAA's are being reviewed or are anticipated shortly.

- Multinational aeronautical projects now involve from two to as many as five separate countries, prime manufacturers and airworthiness authorities. The lease, charter, interchange and resale of transport and business aircraft continue to rapidly expand. To cope, further modernization/expansion of current BAA's is planned.

FAA MAJOR POLICY THRUSTS

- Modernize BAA arrangements and FAA certification policies/practices, so FAA can continue to make credible findings of compliance with U.S. airworthiness for all products, including complex multinational programs, for which FAA has accepted an application for TC or other approval.

- Ensure that U.S. airworthiness standards remain the most advanced in the world, and the baseline for commonality discussions with the European Joint Airworthiness Requirements (JAR) Group and others.

- Avoid potentially costly interpretive differences among airworthiness authorities on the FARs themselves, and between the FARs and corresponding sections of the JARs or other national standards of major importing countries.

- Conduct a thorough policy analysis, by the responsible U.S. Government agencies, of each foreign request for a new or expanded BAA.

- Promote prima facie acceptance of U.S. certification by other countries, thus avoiding costly certification to several, differing, national standards.

- Begin airworthiness certification programs (under procedures of current bilateral airworthiness agreements) on foreign products, after confirming that there is a bona-fide U.S. customer.

- Expand BAA's with major manufacturing countries, and other countries whose airworthiness authorities exercise sufficient control over domestic maintenance facilities, to cover the reciprocal acceptance of maintenance performed on aircraft and components. Expand BAA's with competent countries to include reciprocal acceptance of environmental compliance certification.

FAA MAJOR PROGRAM ACTIVITIES

- Begin BAA modernization by concluding a comprehensive new BAA between the U.S. and Canadian Governments, and a separate set of detailed BAA implementation procedures to be contained in a FAA/Canadian Air Transport Administration (CATA) document.

- Conclude similar broad government-to-government BAA's and more detailed FAA/foreign civil airworthiness authority BAA implementation procedures documents with other major manufacturing countries.

- Complete study of the issues and ramifications of FAA airworthiness certification of aircraft assembled in a foreign country from parts and/or major components produced in the U.S. Decide FAA's position on requests of this type.

- Change FAA's certification policies/practices as necessary to insure that adequate certification procedures are consistently applied in response to the increasingly diverse multinational involvement in aircraft design, development, production and use.

- Employ the new "model" BAA's to: 1) reduce costs to the FAA in monitoring foreign repair stations; and 2) reduce FAA and manufacturer costs by adding reciprocal environmental compliance certification to BAA's with countries whose civil airworthiness authorities are qualified to make such certifications.

INTERNATIONAL AIRWORTHINESS CERTIFICATION

Contents

o Introduction

o Matrix chart listing each current U.S. Bilateral Airworthiness Agreement 1/ (BAA), and its scope of coverage.

o List of Major Foreign Type Certification Projects

o List of Civil Airworthiness Authorities in BAA Countries

o Resumes on:

	FAA Principal Office	Resume #
- Developing a "model" modernized BAA with Canada	AWS-1	VI-1
- Modernize and Expand Selected BAA's with other major manufacturing countries	AWS-1	VI-2
- FAR/JAR Standardization Meeting	AWS-1	VI-3
- Rotorcraft Certification Requirements Coordination with European Airworthiness Authorities Steering Committee (AASC)	ASW-100	VI-4
- Indonesia's request for a new BAA	AWS-1	VI-5
- Anticipated Requests for New BAA's (People's Republic of China)	AWS-1	VI-6

1/ FAA Advisory Circular 21-18, dated 8/20/82 contains the texts of all 24 current U.S. Bilateral Airworthiness Agreements. Copies may be obtained from the Office of Airworthiness (AWS-100) at phone number (202)-426-8192.

TABLE VI-1

SUMMARY OF BILATERAL AIRWORTHINESS AGREEMENTS

Revised 2/1/82

BILATERAL COUNTRIES	AIRCRAFT	REPLACEMENT/MODIFICATION PARTS FOR EXPORTED AIRCRAFT	AIRCRAFT ENGINES	REPLACEMENT/MODIFICATION PARTS FOR EXPORTED AIRCRAFT ENGINES	PROPELLERS	REPLACEMENT/MODIFICATION PARTS FOR EXPORTED PROPELLERS	APPLIANCES	REPLACEMENT/MODIFICATION PARTS FOR EXPORTED APPLIANCES	COMPONENTS: MATERIAL	COMPONENTS: PARTS	COMPONENTS: SUBASSEMBLIES	TREATIES AND OTHER INTERNATIONAL ACT SERIES	AGREEMENT DATE
AUSTRALIA (Ref. Notes 4 and 7)	x	x	x	x	x	x	x	x	x_2	x_2	x_2	8126	1975
AUSTRIA	x	x	x	x	x	x						4219	1959
BELGIUM (Ref. Note 4)	x	x	x	x	x	x	x	x	x_2	x_2	x_2	7675	1973
BRAZIL (Ref. Note 4)	x	x	x	x	x	x	x	x	x_2	x_2	x_2	8384	1976
CANADA	x	x	x a	x -	x	x -	x -	x	x_6	x_6	x_6	7091 1311	1971 1990
CZECHOSLOVAKIA	x	x	x	x	x	x	x	x			169	9171	1970
DENMARK	x	x	x	x	x	x	x	x	x_2	x_2	x_2	3158	1982 1954
FINLAND	x_1	x_1					x_5	x_5				7795	1974
FRANCE (Ref. Note 4)	x	x	x	x	x	x	x	x	x_2	x_2	x_2	7728	1973
GERMANY (Ref. Note 4)	x	x	x	x	x	x	x	x	x_2	x_2	x_2	7965	1974
ISRAEL	x	x	x	x	x	x	x	x	x_2	x_2	x_2	7926 6530	1974 1968
ITALY (Ref. Note 4)	x	x	x	x	x	x	x	x	x_2	x_2	x_2	7895	1973
JAPAN (Ref. Note 4)	x	x	x	x	x	x	x	x	x_2	x_2	x_2	8934	1977
NETHERLANDS (Ref. Note 4)	x	x	x	x	x	x	x	x	x_2	x_2	x_2	7869	1974
NEW ZEALAND	x_3	x_3	x_3	x_3	x_3	x_3	x_3	x_3	x_2	x_2	x_2	9440 6857	1979 1970
NORWAY	x	x					x	x				9141 3769	1978 1957
POLAND	x_6	x_6	x_6	x_6	x_6	x_6	x_6	x_6	x_2	x_2	x_2	9723 8407	1980 1976
ROMANIA	x_1	x_1										8440	1976
SINGAPORE (Ref. Note 4)	x_9	x_9	x_9	x_9	x_9	x_9	x_9	x_9	x_2	x_2	x_2		1981
SOUTH AFRICA	x	x										3200	1955
SPAIN	x	x					x	x				3906	1978
SWEDEN (Ref. Note 4)	x	x	x	x	x	x	x	x	x_2	x_2	x_2	7611	1973
SWITZERLAND	x	x	x	x	x	x	x	x	x_2	x_2	x_2	8563 5214	1977 1961
UNITED KINGDOM (Ref. Note 4)	x	x	x	x	x	x	x	x	x_2	x_2	x_2	7537	1972

See next page for an explanation of the notes.

EXPLANATION OF THE NOTES:

1. Gliders only.

2. The U.S. has bilateral airworthiness agreements with these countries which provide for the reciprocal acceptance of certificates of conformity for components (i.e., materials, parts, and subassemblies) produced within the limits of each particular bilateral.

a. An agreement exists between the manufacturers in the importing and exporting countries; and

b. The component is of such complexity that a determination of conformity cannot readily be made by the manufacturer in the importing country; and

c. The airworthiness authorities of the importing country have ratified the airworthiness authorities of the exporting country of the applicable design, test, and quality control requirements and then only if the authority of the exporting country is willing to undertake the task.

3. The U.S./New Zealand Bilateral. is limited to --

a. Export from New Zealand to the U.S:

(1) Fixed-wing aircraft constructed in New Zealand not exceeding a maximum weight of 12,500 pounds;

(2) Spare (replacement) parts for fixed-wing aircraft constructed in New Zealand which do not exceed a maximum weight of 12,500 pounds:

(3) Appliances for use on civil aircraft;

(4) Spare (replacement) parts for these appliances used on civil aircraft: and

(5) Components for fixed-wing aircraft not exceeding 12,500 pounds.

b. Export from U.S. to New Zealand:

(1) U.S.-constructed civil aircraft, in all categories;

(2) U.S.-constructed aircraft engines, and propellers:

(3) Spare (replacement) parts for such aircraft, aircraft engines, and propellers:

(4) Appliances for use on civil aircraft;

(5) Spare (replacement) parts for those appliances for use on civil aircraft; and

(6) Components for use on civil aircraft and related products.

4. These bilaterals contain a third-party country provision which provides for import/export certification of products/parts therefor by the civil air authorities of a country other than the country of manufacture. In these instances, the exporting country must certify that the products/parts therefor conform to the &sign covered by the certificate or approval of the importing country (which would be other than country of manufacture) and that the products/parts therefor are in proper state of airworthiness. This provision only applies when all three countries (i.e., manufacturing importing and exporting countries) have similar agreements for the reciprocal acceptance of such certifications.

5. Although this bilateral contains a provision for including appliances and replacement or modification parts therefor, by mutual consent of both countries, no appliances nor replacement/modification parts have been included to date.

6. U.S./Polish Bilateral Agreement is limited to:

a. Products which may be exported from Poland to U.S. (or U.S. possession):

(1) Civil gliders and replacement/modification parts therefor designed and produced in Poland;

(2) Piston engines of 1,000 h.p. or less with associated propellers and accessories and replacement/modification parts therefor produced in Poland:

*(3) Small fixed-wing aircraft of 12,500 pounds or less and replacement/modification parts therefor;

*(4) Helicopters with associated accessories and replacement/modification parts therefor;

*(5) Turbine engines and replacement/modification parts therefor; and,

(6) Components and appliances for U.S.-manufactured products of the types specified in subparagraphs (1), (2), (3), (4), and (5) above.

*NOTE: Refer to U.S./Poland Bilateral Airworthiness Agreement for applicable design constraints.

b. Products which may be exported from U.S. to Poland:

(1) U.S.-designed and produced aircraft, engines, propellers, components and appliances; and replacement/modification parts therefor; and

(2) U.S.-produced components and appliances for Polish-manufactured products; and replacement and spare parts therefor.

7. The U.S./Australian Bilateral contains a third-party country provision which provides for reciprocal certification whereby Australia can issue an export certificate for a U.S.-manufactured product located in that country which is to be exported to the U.S. Conversely, the U.S. can issue an export certificate for an Australian-manufactured product which is located in the U.S. and which is to be exported to Australia. Such certifications will state that the product conforms to the importing countries type design and is in a proper state of airworthiness.

8. The U.S./Canadian Bilateral (as amended February 18, 1971) does not contain the standard components provision (ref. Note 2). It does, however, contain a provision which provides for the reciprocal acceptance of materials and parts. Although the term "subassemblies" is not specifically addressed, civil air authorities of Canada and the U.S. construe the word "parts" as to include subassemblies.

9. The U.S./Singapore Bilateral is limited to —

a. Export from Singapore to the U.S.:

(1) U.S.-designed component for use in the manufacture of an aircraft or related product in the U.S. (Note: Such components may also be shipped directly from Singapore to other States [other than the U.S.] when authorized by the FAA, for use as a replacement or modification part on U.S.-registered aircraft located in the other State); and

(2) Appliances approved under Federal Aviation Regulations, Section 21.617, Technical Standard Order Design Approval.

(3) Note 4 of this document (third party country provision) only applies to those products listed under foregoing subparagraphs (1) and (2) exported from Singapore to the U.S.

b. Export from the U.S. to Singapore:.

(1) All products listed in the sumary chart (page 1 of this Appendix): and

(2) Note 4 of this document (third-party country provision) applies to all products listed in the summary chart, exported from the US. to Singapore.

MAJOR FOREIGN TYPE CERTIFICATION PROJECTS

Project	Country(ies)	Directorate/ACO	Est. TC Date
EMBRAER EMB-120 "Brasilia" commuter aircraft	Brazil	ANM/ACE (Atlanta)	4/85
EMBRAER EMB-110P3 "Bandeirante" commuter aircraft	Brazil	ACE/ACE (Atlanta)	2/85
AEROSPATIALE/AERITALIA ATR-42 commuter aircraft	France/Italy	ANM/ANE (Brussels)	8/85
AMD Mystere Falcon 900 business jet	France	" " "	12/84
AIRBUS INDUSTRIE A300-B4	I, "	" " "	*
" " A300-600	" "	" " "	*
" " A310	" "	" II "	*
" " A320	" "	" " "	*
REIMS AVIATION Cessna F406 business aircraft	" "	ACE/ANE (Brussels)	12/84
TURBOMECA Artouste TM333 engine	" "	ANE	11/85
" " " TM319 engine	" "	ANE	6/86
CFM56-2A engine	France/U.S.	ANE	2/85
CFM56-5 engine	France/U.S.	ANE	12/87
MESSERSCHMITT-BOELKOW-BLOHM MBB-117 (2-pilot IFR)	Germany	ASW/ANE (Brussels)	1/85
WESDEUTSCHE LUFWERBUNG WDL-1 airship	" "	AWS/ANE (Brussels)	
GYROFLUG Speed Canard (all composite small aircraft)	" "	ACE/ANE (Brussels)	6/85
ISRAEL AIRCRAFT INDUSTRY Westwind 1125 business jet	Israel	ANM/ANE (Brussels)	6/85
SIAI MARCHETTI SF600 business aircraft	Italy	ACE/ANE (Brussels)	2/86
PIAGGIO-GATES LEARJET GP-180 business aircraft	" "	ACE/ANE (Brussels)	1/87
AGUSTA S61N (Modified)	" "	ASW/ANE (Brussels)	1/85
CAPRIONI VIZZOLA C22J twin-jet private aircraft	" "	ACE/ANE (Brussels)	12/85
PZL-104 Wilga 80 utility aircraft	Poland	ACE/ANE (Brussels)	12/84
CASA/NURTANIO CN235 commuter aircraft	Spain/Indonesia	ANM/ANE (Brussels)	"early"/85
AB NYGE-AERO VIA Model 1A general aviation aircraft	Sweden	ACE/ANE (Brussels)	9/86
BRITISH AEROSPACE 748 ATP commuter aircraft	U.K.	ANM/ANE (Brussels)	12/85*
" " Jetstream 3101 business aircraft	U.K.	ACE/ANE (Brussels)	12/84
WESTLAND HELICOPTERS, LTD. W-30-200 helicopter	U.K.	ASW/ANE (Brussels)	4/85
SHERIFF AEROSPACE, LTD. SL-1A small twin	U.K.	ACE/ANE (Brussels)	12/85
ROLLS-ROYCE TAY engine	U.K.	ANE	12/86

* indicates an inactive project pending a U.S. customer.

LIST OF CIVIL AIRWORTHINESS AUTHORITIES IN BAA COUNTRIES

	Mailing Address	Cable Address	Telex
AUSTRALIA:	Department of Transport Airworthiness Division P.O. Box 367 Canberra City A.C.T. 2601 Australia	CIVILAIR CANBERRA	AA 62221 AFTN ASCOYA
AUSTRIA:	Ministry of Transport Dept. of Civil Aviation Elisabethstrasse 9 A-1010, Wien Austria	CIVILAIR WIEN Telephone 57.56.41	111800 AFTN LOWWYA
BELGIUM:	Administration de l'Aeronautique World Trade Center, Tour I Blvd. Emile Jacqmain, 162 8e etage - B.P. 60 B-1000 Bruxelles Belgium	CIVILAIR BRUXELLES Telephone (02) 219.42.67	22715 dgair-b AFTN EBBSYA
BRAZIL:	Departmento de Aviacao Civil Aeroporto Santos Dumont - ZC-39 20.021 Rio de Janeiro-RJ Brazil	CIVILAIR RIO DE JANEIRO Telephone 220.5117	021-52311-SBRJ DEPAC AFTN SBRJYA
CANADA:	Chief, Airworthiness Div. (LIA) Transport Canada Ottawa, Ontario, KIA ON8 Canada	TRANSPORT CANADA, OTTAWA Telephone (613) 992-1180	053-3130 (MOT OTT) AFTN CYHQYA
CZECHOSLOVAKIA:	Federal Ministry of Transport Civil Aviation Administration Na prikope 33 11005 Praque I, Czechoslovakia	DOMINILET PRAHA	121096 Domic AFTN LKPRYA

	Mailing Address	Cable Address	Telex
DENMARK:	Director of Civil Aviation Codanhus Gl. Kongevej 60 DK-1850 Copenhagen V Denmark	CIVILAIR COPENHAGEN Telephone (01) 314848	27096 AFTN EKCHYA
FINLAND:	Mailing Address National Board of Aviation Flight Safety Dept. Box 50 SF-01531 Helsinki-Vantaa-Lento Finland	Cable Address CIVILAIR HELSINKI Telephone (358) 0 82921	Telex 12-1247 AFTN EFHKYA
FRANCE:	Mailing Address Direction Generale de l'Aviation Civile Sous-Direction Technique 93, Blvd. du Montparnasse 75270 Paris Cedex 06 France	Cable Address AVIACIVIL PARIS Telephone 233.44.65	Telex 270333 AFTN LFPSYA
GERMANY: (Federal Republic of)	Mailing Address Director General of Civil Aviation Federal Ministry of Transport Kennedyallee 72 Postfach 200 100 D-5300 Bonn 2 West Germany	Cable Address CIVILAIR BONN Telephone 02221-861	Telex 885 700 AFTN EDDAYA
ISRAEL:	Mailing Address Civil Aviation Administration P.O. Box 8 Ben Gurion Airport 70 100 Israel	Cable Address MEMTEUFA, BEN-GURION AIRPORT - ISRAEL Telephone 03-972604	Telex 31100 CAATS IL AFTN LLADYA
ITALY:	Mailing Address Ministereo dei Trasporti Direzione Generale dell' Aviazionne Civile Piazzale degli Archivi 00144 ROME/EUR (Italia)	Cable Address CIVILAVIA-ROMA Telephone 5484 320	AFTN 613080 AFTN LIJJYA

JAPAN:	Mailing Address Airworthiness Division Engineering Department Civil Aviation Bureau Ministry of Transport 2-1-3, Kasumigaseki, Chiyoda-Ku Tokyo 100, Japan	Cable Address KOKUKYOKU-TOKYO Telephone 580-3111	 AFTN RJTDYA
NETHERLANDS: (Kingdom of)	Mailing Address Aeronautical Inspection Directorate Post Box 7555 1117 ZH SCHIPHOL-EAST The Netherlands	Cable Address CIVILINSPEC SCHIPHOL- EAST Telephone 020-5169 111	Telex 15267 AFTN EHAMYALI
NEW ZEALAND:	Mailing Address Director of Civil Aviation Ministry of Transport Private Bag Wellington 1 New Zealand	Cable Address CIVILAIR-WELLINGTON Telephone 721-253	 AFTN NZHOYA
NORWAY:	Mailing Address Civil Aviation Admin. Aero. Inspection Dept. P.O. Box 8124 Dep. N-OSLO 1 Norway	Cable Address CIVILAIR-OSLO	Telex CIVILAIR, Oslo 11032 AFTN ENGXYA
POLAND:	Mailing Address Ministry of Transport Central Admin. of Civil Aviation ul. Chazubinskiego 4/6 00-928 Warszawa 67 Poland	Cable Address MINKOMLOT WARSZAWA Telephone 298-698; 224-,100	 AFTN EPWAYA
ROMANIA:	Mailing Address Civil Aviation Dept. Soseaua Bucuresti-Ploiesti KM 16, 5 7000 Bucuresti-Otopeni Romania	Cable Address AIRBUH R BUCURESTI	Telex 11181 AFTN LRBBYA
SINGAPORE (Republic of)	Mailing Address Dept. of Civil Aviation Singapore Changi Airport P. O. Box I Singapore 9181	Cable Address AIRCIVIL SINGAPORE Telephone 5421122	Telex RS21231 AFTN WSSSYA

SOUTH AFRICA:	Mailing Address Department of Transport Civil Aviation Division Private Bag X193 Pretoria, 0001 Union of South Africa	Cable Address TRANSPORT PRETORIA	Telex 3615 SA AFTN FAHQYA
SPAIN:	Mailing Address SubSecretaria de Aviation Avenidade America 25 Madrid 2 Spain	Cable Address CIVILAIR-MADRID	Telex CIVAIR 27702 AFTN LEMDYAT[illegible]
SWEDEN:	Mailing Address Board of Civil Aviation Flight Safety Dept. S-601 79 Norrkoping Sweden	Cable Address CIVILAIR NORRKOPING Telephone (46) 11-192000	Telex 64250 CIVAIR S AFTN ESKLYA
SWITZERLAND:	Mailing Address Federal Office of Civil Aviation Inselgasse 1 3003 Berne Switzerland	Cable Address CIVILAIR BERNE Telephone 031-615959	Telex 32 110 AFTN ESSOYA
UNITED KINGDOM:	Mailing Address Civil Aviation Authority CAA House Safety Services 45/49 Kingsway London WC2B 6TE United Kingdom	Cable Address CAA HOUSE LONDON Telephone 01-379-7311	Telex 883092 AFTN EGGAYA

INTERNATIONAL PROJECT RESUME VI-1

DATE OF RESUME: 13 July 1984 PREPARING ORGANIZATION: AIA-100

PROGRAM AREA: Airworthiness Certification

PROJECT TITLE: Bilateral Airworthiness Agreement (BAA) - CANADA

PRINCIPAL OFFICE: AWS-1: M. Craig Beard
Director, Office of Airworthiness
(202) 426-8235

SUPPORTING OFFICE(s): AIA, ANM, ACE ASW, ANE, AGC

PROJECT DESCRIPTION: The original 1938 U.S./Canadian BAA was revised in 1971. Extensive FAA/Canadian Air Transportation Administration (CATA) discussions have led to a modernized new draft BAA, establishing responsibility and airworthiness "accountability" for complex multinational aircraft and engine programs, and expanding BAA coverage to include maintenance and environmental compliance certification. Upon conclusion, the new BAA will serve as a model for FAA's program to modernize BAA's with other major manufacturing countries.

OBJECTIVES: Conclusion of a modernized U.S. - Canadian BAA would accomplish all of these objectives: 1) Reduce FAA resources expended to monitor foreign repair stations by including reciprocal maintenance certification in the BAA; 2) Reduce FAA and manufacturer costs by including reciprocal environmental certification in the BAA; 3) Provide for improved "accountability" and responsibility among relevant national airworthiness authorities, to deal with original and continuing airworthiness of increasingly multinational civil aircraft and aircraft engine programs.

APPROACH:

- o Extensive FAA/CATA technical discussions, establishing a mutually agreed upon approach to modernizing the BAA.
- o Development of a separate BAA Implementation Procedures Document, to be signed by the FAA and CATA Administrators, which can be more easily amended, when necessary, than the BAA.
- o Clearance of the BAA and FAA/CATA BAA Implementation Procedures Document texts through the Interagency Group on International Aviation (IGIA).
- o Close coordination with U.S. and Canadian industry associations.

MILESTONES:

	Date Due
Presentation of Draft to Canadian Industry	Completed
Presentation of Draft to U.S. Industry	Completed
Complete IGIA coordination	Completed
Agreement signed	August 1984 (completed)
FAA/CATA Procedures Document signed	August 1984 (completed)

STATUS: For the extent and coverage of the present U.S.- Canada BAA, see the BAA Summary Matrix.

NOTES: -

RESOURCES (EMPLOYEE-YEARS)	FY 1985
PRINCIPAL OFFICE	0

INTERNATIONAL PROJECT RESUME V1-2

DATE OF RESUME: 12 July 1984 PREPARING ORGANIZATION: AIA-100

PROGRAM AREA: International Airworthiness Certification

PROJECT TITLE: Bilateral Airworthiness Agreements (BAA's) - Modernize and Expand Selected BAA's

PRINCIPAL OFFICE: AWS-1: M. Craig Beard, Director, Office of Airworthiness, (202) 426-8235

SUPPORTING OFFICE(s): AIA, ANM, ACE, ASW, ANE, AEU, AGC

PROJECT DESCRIPTION: Negotiate updated BAA's with other major manufacturing countries similar to be modernized "model" BAA now being concluded with Canada. BAA countries are likely to be included in the initial rounds of negotiations are:

Australia	Italy
France	Netherlands
Germany	U.K.

BAA's with other major producing countries may also be modernized as the need arises. No changes are anticipated in other current BAA's.

OBJECTIVES:

1. Achieve highest potential level of aviation safety internationally.

2. Improve efficiency of FAA programs,

APPROACH:

1. Improve aviation safety: improve capability to respond competently and quickly to changes in airworthiness certification needs and capabilities by developing and establishing bilateral relationships that enable the FAA and counterpart foreign agencies to introduce changes to-technical certification procedures and performance without negotiating a new treaty.

2. Improve aviation safety: amend current BAA's to ensure that adequate certification procedures and criteria are consistently applied in response to the increasingly diverse multinational involvement in aircraft production.

3. Improve program efficiency: reduce FAA costs of monitoring foreign repair stations by adding reciprocal maintenance certification to BAA's with competent foreign countries.

4. Improve program efficiency: reduce FAA and manufacturer costs by adding reciprocal environmental certification to BAA's with competent foreign countries.

MILESTONES:	DATE DUE:
1. Conclude the "model" BAA with Canada.	August 1984
2. Develop a global BAA negotiating strategy.	November 1984
3. Develop and prioritize a target list of countries where BAA modernization should be pursued.	December 1984
4. Request State Department approach first group of countries, requesting negotiations begin on modernized BAA's.	To be determined
5. Begin technical discussions with first group of countries.	" "
6. Conclude technical discussions and furnish agreed draft BAA to Department of State for final diplomatic clearance and signature.	" "
7. Repeat steps 4 through 6 with subsequent countries.	" "

STATUS: Process will be started with a typical JAR Member country sometime after conclusion of the U.S./Canadian BAA.

NOTES:

RESOURCES (EMPLOYEE-YEARS)	FY 1985
PRINCIPAL OFFICE	1.5

INTERNATIONAL PROJECT RESUME VI -3

DATE OF RESUME: 13 July 1984 PREPARING ORGANIZATION: AIA-100

PROGRAM AREA: Airworthiness Certification

PROJECT TITLE: FAR/JAR Standardization Meetings

PRINCIPAL OFFICE: AWS-1: M. Craig Beard (202) 426-8235

SUPPORTING OFFICE(s): AIA, AGC, AEU ANM, ASW, ACE, ANE

PROJECT DESCRIPTION: Second meeting in series, whose purpose is to identify and resolve differences between the technical standards and practices applied by the FAA in its' airworthiness certification verses those applied by the participating European JAR states. This will prevent differences in standards and compliance practices which, if allowed to develop, would create unnecessary regulatory burdens on U.S. manufacturers.

OBJECTIVES: 1) Minimize the technical differences between the FAR's and JAR's to the extent possible. 2) Maintain close coordination and correlate U.S. - European interpretation of the standards to the extent possible. 3) Ensure advanced international safety standards and maintain efficiency of FAA leadership.

APPROACH:

1) Involve JAR countries as early as possible in FAA's decision-making process concerning changes to the FAR airworthiness standards, soliciting their active participation, input, and suggestions.

2) FAA intends to keep the FAR's as current as possible with respect to technology changes and other needs for revising FAR airworthiness standards, with the belief that the European JAR countries are interested in following this lead.

MILESTONES:	DATE DUE:
° Meeting in Europe -- continuation of meeting series	September 10-14, 1984 Braunschweig, Germany
° Future meetings	To be determined

STATUS:

NOTES:

INTERNATIONAL PROJECT RESUME VII-4

DATE OF RESUME: 13 July 1984 PREPARING ORGANIZATION: AVS

PROGRAM AREA: Airworthiness Certification

PROJECT TITLE: Rotorcraft Certification Requirements Coordination with European Airworthiness Authorities Steering Committee (AASC)

PRINCIPAL OFFICE:
ASW-100, (817) 877-2581
ASW-110, (817) 877-2584
ASW-111, (817) 877-2550
ASW-7, (817) 877-2434

SUPPORTING OFFICE: AIA

OBJECTIVE:

Allow FAR's 27 and 29 to become acceptable codes for type certification of rotorcraft by all AASC authorities, thus relieving the possible need for JAR's 27 and 29.

REQUIREMENT: This project developed from proposals advanced at a meeting between the FAA and AASC to standardize, as far as practical, rotorcraft certification rules.

MILESTONES:	DATE DUE:
1. Ltr to AASC and industry on key issues	Completed
2. End of answer period	Completed
3. End of consideration by ASW	Completed
4. Reception of comprehensive list by AASC	Completed
5. Consideration and preparation of rule	September 1985
6. Publish in Federal Register	November 1986
7. Update AC 29-X, AC 27-X	November 1986
8. Obtain confirmation by AASC of general acceptability of FAR's 27 and 29	February 1987

STATUS:

NOTES:

INTERNATIONAL PROJECT RESUME VII-5

DATE OF RESUME: 31 August 1984 PREPARING ORGANIZATION: AIA-100

PROGRAM AREA: Airworthiness Certification

PROJECT TITLE: Bilateral Airworthiness Agreement (BAA)
Indonesia's Request for a New BAA

PRINCIPAL OFFICE:
Mr. M. Craig Beard
Office of Airworthiness, AWS-1
Telephone: (202) 426-8235

SUPPORTING OFFICE(s):
AIA, AGC, ANM, AWP, ASW, ACE

PROJECT DESCRIPTION: The Government of Indonesia has formally requested a limited bilateral airworthiness agreement (BAA) with the U.S. covering the NURTANIO-built CN-212 commuter aircraft. The IGIA Policy Level Review led to a decision that FAA should begin to evaluate Indonesia's technical readiness for a BAA. The FAA evaluation is underway.

OBJECTIVES: To insure Indonesia meets all FAA technical requirements for an agreement of scope requested.

APPROACH: FAA's technical evaluation began with a June 27 meeting with Indonesian DGCA officials in Washington to review how the DGCA discharges its airworthiness responsibilities with respect to the NURTANIO CN-212. The second step in the FAA evaluation is a FAA on-site inspection of the DGCA organization and NURTANIO. Based upon this evaluation, and Indonesian compliance with any corrective actions found necessary, FAA will provide its technical recommendations to the Department of State (DOS). If FAA findings are positive, FAA will propose a limited BAA covering the CN-212.

MILESTONES:	DATE DUE:
° IGIA Policy Review Completed	Completed (May 1984)
° Initial FAA/Indonesia DGCA Meeting	Completed (June 1984)
° On-sight FAA technical evaluation	Completed (August 1984)
° Final FAA/FCAA technical determinations	November 1984
° Final FAA technical determinations and recommendations	January 1985
° Diplomatic notes exchanged, bringing limited BAA into force	To be determined

STATUS: FAA is presently evaluating technical data on Indonesia's civil aviation authority--its airworthiness code, regulatory oversight, and enforcement capabilities. Deficiencies relative to U.S. airworthiness standards, if any, will then be presented to the Indonesians for corrective action.

NOTES: Department of State will consider FAA recommendations, along with inputs from Commerce, Defense and U.S. Trade Representative on final action for a BAA.

-RESOURCES (MAN-YEARS)	FY 1985
PRINCIPAL OFFICE	.5

INTERNATIONAL PROJECT RESUME VI-6

DATE OF RESUME: 21 June 1984 PREPARING ORGANIZATION: AIA-100

PROGRAM AREA: Airworthiness Certification

PROJECT TITLE: Bilateral Airworthiness Agreement (BAA) Anticipated Requests for New BAA's

PEOPLE'S REPUBLIC OF CHINA (PRC)

PRINCIPAL OFFICE: AWS-1: M. Craig Beard (202) 426-8235

SUPPORTING OFFICE(s): AIA, AGC, ANM, ACE, ASW, ANE, AWP

PROJECT DESCRIPTION: The PRC Ministry of Aviation Industry (MIA) has indicated an interest in some form of bilateral airworthiness agreement (BAA) with the U.S. The scope of BAA which may be sought is indefinite, but the MAI is interested in exporting the twin-engined Y-12T utility aircraft and, perhaps, larger aircraft. Potentially complicating the picture are joint venture arrangements being negotiated by the PRC with McDonnell-Douglas and Boeing for the potential export of MD-82 and B-737 aircraft assembled in China.

OBJECTIVES: To insure that, should the PRC formally seek a BAA and should U.S. policy level approval be given, that the PRC meets all FAA technical requirements for an agreement of the scope requested.

APPROACH: FAA has already conducted an intensive 6-week orientation, throughout FAA's certification organization and at selected U.S. manufacturer's, for a Chinese MAI delegation which was charged with establishing the PRC's civil airworthiness authority. FAA has offered to provide additional assistance to the MAI, under a reimbursable memorandum of agreement (MOA), and the MAI's reply indicated strong interest. Arrangements toward a conclusion of an umbrella type MOA are now underway.

MILESTONES:	DATE DUE:
• Visit to Beijing by senior level FAA officials	4th Qtr CY84 or 1st Qtr CY85
• Conclusion of a reimbursable MOA between FAA and the MAI	1st or 2nd Qtr CY85
• Conclusion of an overall U.S./Chinese civil aviation cooperation agreement	1st or 2nd Qtr CY85
• Begin Discussions concerning a U.S./Chinese BAA	Yet to be determined

STATUS: Arrangements are underway for a high level FAA delegation to visit Beijing for discussions with both CAFC and MAI officials.

NOTES:

RESOURCES (EMPLOYEE-YEARS)	FY 1985
PRINCIPAL OFFICE: Office of Airworthiness	.1

VII. FAA INTERNATIONAL ASSISTANCE ACTIVITIES

GENERAL

- The major components of the international assistance program are in-country technical assistance, foreign national training, international supply support, flight inspection services, and security assistance.

  - Activities are conducted on a nation-to-nation basis, formalized through an agreement, memorandum of understanding, or contract.

  - Financing is usually arranged on a reimbursable basis by the recipient-nation, although some are financed through international and regional programs (e.g. ICAO); or development agencies (e.g. Agency for International Development, AID/U.S. Department of State).

- In special situations, FAA considers the loan of surplus equipment that is outdated for United States requirements, but may be adequate to suit the requirements and needs of a foreign government. While sale of such equipment by industry is preferable, economic conditions in certain countries coupled with critical safety needs may warrant such an approach.

- Foreign National Training: Trains or arranges classes for over 500 foreign nationals from more than 50 different nations each year. Approximately 400 of these attend the FAA Academy/Aeronautical Center for training. Special international courses have been designed at the Academy to suit the needs of foreign aviation officials in Air Traffic Control, Security, Aviation Standards, Logistics, Airports and Airway Facilities.

- Supply Support: Foreign civil aviation and defense authorities are encouraged to enter into supply support agreements with the FAA for systems and equipment that are common to those in the FAA inventory. There are 23 such active agreements.

- Flight Inspection Services: The FAA has approximately 30 international flight inspection agreements in effect under which FAA flight inspection crews inspect foreign facilities thereby ensuring a safer environment for U.S. carriers and U.S. citizens traveling around the world. In two instances (Iceland and New Zealand) flight inspection services are performed by the foreign civil aviation authority, and reimbursed by the FAA.

- In-Country Technical Assistance: FAA technical experts are sent in-country both on a short-term basis on temporary duty assignments, and on a long-term basis through assignment to assistance groups. In 1983, the agency provided services to 35 different nations and international organizations.

ICAO TECHNICAL ASSISTANCE - (FAA relationship):

- It is recognized that **ICAO** and FAA are sometimes in competitive situations with respect to meeting technical assistance requirements.

- FAA prefers to provide direct technical assistance, to better ensure the delivery of a quality product.

- FAA, however, supports **ICAO** technical assistance efforts by providing experienced personnel when requested, and by encouraging FAA personnel to apply for jobs in **ICAO** assistance programs.

- FAA personnel policies regarding **ICAO** employment are very favorable and provide authorized leave from, and return rights to, the FAA.

- Security Assistance: In any location where U.S. carriers operate, and in those locations which are the last point of departure under FAR 129.25, the FAA has the authority and responsibility to inspect or review security procedures. These inspections are performed without reimbursement and are a vital safety feature for U.S. carriers and U.S. citizens. Security inspectors with international inspection responsibilities are located in Europe, Hawaii, Florida, New York, Seattle, Los Angeles and Texas.

- FAA technical assistance capability is actively publicized by the Headquarters Services, Regions, and through FAA representatives around the world. Descriptive brochures on FAA's technical assistance capability, with points of contact, are circulated to U.S. diplomatic posts, AID missions, FAA representatives overseas, and foreign civil aviation authorities.

FAA MAJOR POLICY THRUSTS

- Strengthen international assistance activities to improve safety of U.S. carriers and U.S. citizens engaged in international travel around the world.

- Target these activities to regions and countries where FAA assistance is desired by foreign government and can improve aviation systems and standards.

- In initiating these activities support foreign, economic, and national defense policies, and coordinate with relevant U.S. agencies.

- Foster a favorable climate for U.S. industry worldwide by helping to maintain and enhance U.S. worldwide leadership in aviation systems through international assistance activities, particularly in the third world.

- Only provide to the foreign government support that is necessary for system improvement, rather than oversell or recommend support that is beyond the requirements of the foreign government's aviation system.

FAA MAJOR PROGRAM ACTIVITIES

- Refocus international assistance program:
  - delegate, as appropriate, day-to-day project management of in-country assistance groups to appropriate Regions, or to the FAA Academy in the case of foreign nationals training.
  - retain headquarters responsibility for overall program management of the assistance program, coordination and negotiation of agreements, program review, evaluation and policy development.
  - draw upon Offices/Services/Regions for technical expertise.
- Utilize team approach involving Region and Headquarters elements to identify international assistance projects, scope and implementation.

Index of International Assistance Resumes

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DATE OF RESUME: 16 JULY 1984 PREPARING ORGANIZATION: AIA-200

PROGRAM AREA: TECHNICAL ASSISTANCE TO FOREIGN GOVERNMENTS

PROJECT TITLE:

INTERNATIONAL TRAINING PROGRAM

PRINCIPAL OFFICE:	SUPPORTING OFFICE(s):
Mr. Edward F. Cygan	APT
Office of International Aviation, AIA-220	AAC
Telephone: 426-3190	ICAO
	AID

PROJECT DESCRIPTION:

To train foreign nationals on FAA and aviation related procedures and systems. The training is conducted either at the FAA Academy and Aeronautical Center in such courses as air traffic control, security, aviation standards, logistics, airports, and engineering and maintence or else at universities and other training institutions located throughout the United States.

OBJECTIVES:

To increase international aviation safety by extending FAA aviation systems training to foreign nationals and to build a preference for U.S. regulatory standards and procedures and aviation equipment by exposing foreign nationals to U.S. products in a training forum, and thereby to establish long term support for U.S. systems, regulatory standards and procedures in international aviation.

APPROACH:

Promote training programs through outreach activities with ICAO, AID, U.S Embassies, and FAA officials having contact with foreign nationals. Tailor those FAA training courses which are made available to foreign nations to specific country requirements. Use training program as a springboard for other FAA assistance services and for support of sales of U.S. manufactured equipment. Headquarters and the FAA Academy participate in the day-to-day administration and execution of the program.

MILESTONES:	DATE DUE:
1) Prepare annual international course offering and cost schedule	September 1, 1984
2) Offer enrollment to parties not accomodated during FY-84	October 1, 1984
3) Provide training program for each requesting individual.	6 weeks subsequent to initial request.
4) Present plan and develop agreement for acceptance.	6 weeks subsequent to receipt of request.
5) Review of outreach efforts: Initiated, Plan developed	September 1984. June 1985.

STATUS:

Active on-going program, well received by foreign governments.

RESOURCES	FY-85
AIA-220 Contractor/In-House	2.5/1

DATE OF RESUME: 13 JULY 1984 PREPARING ORGANIZATION: AIA-200

PROGRAM AREA: TECHNICAL ASSISTANCE TO FOREIGN GOVERNMENTS

PROJECT TITLE:

INTERNATIONAL VISITOR PROGRAM

PRINCIPAL OFFICE:
Mr. Edward F. Cygan
Office of International, Aviation, AIA-220

SUPPORTING OFFICE(s):
ADMINISTRATOR AND DEPUTY ADMINISTRATOR
ASSOCIATE ADMINISTRATORS
REGIONAL OFFICES
OFFICES AND SERVICES

PROJECT DESCRIPTION:

Provides individual programs and appointments for nationals from other countries who visit headquarters, offices, regions and other related aviation facilities to discuss programs of mutual interest. In addition, this opportunity to interact with foreign nationals permits FAA officials to find out more about the organization and needs of foreign aviation authorities and to recommend U.S. products and services as appropriate.

OBJECTIVES:

To improve the interface between FAA and foreign civil aviation organizations of other countries through discussions of mutual interest. To encourage the use of FAA procedures and U.S. manufactured equipment in the development of foreign civil aviation systems.

APPROACH:

Arrange visits with key FAA officials best equipped to provide information on procedures and equipment of interest to the visitor. Confer with the visitors upon arrival and modify programs as required to satisfy their wishes and requirements. In addition, take every opportunity to relate U.S. procedures and equipment to payoffs in safety of the system. Assess the success of these visits in meeting stated objectives. Use follow-up procedures to explore potential of increased U.S. involvement in training and/or promotion.

MILESTONES:	DATE DUE:
1) Design and produce a program that meets the needs of the visitor.	No later than 1 month after request
2) Arrange for supporting office participation	ongoing
3) Program up to 500 visitors per year	ongoing

STATUS:

Visitor programs are being developed on schedule including short notice visits, i.e., those with less than two weeks notice.

NOTES:

Visitor programs are reviewed with the visitor on arrival to be sure FAA is meeting stated needs.

RESOURCES	FY 85
AIA-220	1.0

DATE OF RESUME: 16 JULY 1984 PREPARING ORGANIZATION: AIA-200

PROGRAM AREA: TECHNICAL ASSISTANCE TO FOREIGN GOVERNMENTS

PROJECT TITLE:

TECHNICAL ASSISTANCE PROGRAM TRACKING SYSTEM

PRINCIPAL OFFICE:	SUPPORTING OFFICE(s):
Mr. Edward F. Cygan	
Office of International	ASO ASW
Aviation, AIA-220	AEA AWP
Telephone: 426-3190	AEU

PROJECT DESCRIPTION:

Develop and maintain a computerized management information system for FAA technical assistance programs. The system is an element of the FAA International Aviation Information System.

OBJECTIVES:

To make available information from a central computer control system which will facilitate more effective management of the technical assistance program. To make available improved management data via computer to FAA operating elements.

APPROACH:

Create programs to establish data bases which allow the retrieval and updating of data on technical assistance programs by all involved organizations. These programs will deliver information such as financial status reports, tickler reports and reports on pending or overdue action items.

MILESTONES:	DATE DUE:
Begin Data Input	August 1984
Modify Prototype	August 1984
Incorporate API-18 Financial Data	October 1984
Complete Project	December 1984

STATUS:

Prototype is being modified to meet current requirements of AIA-210 and to incorporate financial data from API-18.

NOTES:

The incorporation of the API-18 financial data is dependent on the completion of a project by API-18 to transfer the present financial tracking system on the Boeing Computer service equipment to the DEC10 at TSC. This project is scheduled for completion in August 1984.

RESOURCES	FY 85
AIA-220	.2

INTERNATIONAL PROJECT RESUME VII-4

DATE OF RESUME: 25 JULY 1984 PREPARING ORGANIZATION: AIA-210

PROGRAM AREA: TECHNICAL ASSISTANCE TO FOREIGN GOVERNMENTS

PROJECT TITLE:

SUPPLY SUPPORT AGREEMENTS

PRINCIPAL OFFICE:

Joaquin Archilla
Office of International Aviation
Telephone: (202) 426-3175

SUPPORTING OFFICE(s):

AAC

PROJECT DESCRIPTION:

Providing spare parts and repair services to support air navigation facilities in friendly countries that have equipment essentially the same as that in use by the FAA.

OBJECTIVES:

1. Provide spare parts and repair services to improve the availability and reliability of air navigation equipment maintained by foreign civil aviation authorities and thus contribute to improved international air safety.
2. Encourage the use of U.S. manufactured equipment.
3. Provide specialized procurement expertise through direct contact arrangement with FAA Depot personnel, thus helping to increase the efficiency/productivity of foreign aviation departments.

APPROACH:

Actively work with foreign countries to increase awareness of FAA supply support program. Mutually work out types of equipment to be supported and services to be provided, such as exchange and repair (E&R) or return and repair (R&R). Require reimbursement of FAA's costs including overhead. FAA depot administers the agreements while Washington AIA has responsibility for developing and processing Memorandum of Agreement.

MILESTONES:

Supply support agreements are continuous programs with some two dozen country agreements in place at this time. Project plans include increasing the number of agreements by 10% in FY 1985 as part of the agency's international improvement efforts.

STATUS:

Active, ongoing program well received by client governments.

DATE OF RESUME: 8/27/84 PREPARING ORGANIZATION: AIA-210

PROGRAM AREA: TECHNICAL ASSISTANCE TO FOREIGN GOVERNMENTS

PROJECT TITLE:

FLIGHT INSPECTION SERVICES

PRINCIPAL OFFICE:

Joaquin Archilla
Office of International Aviation
Telephone: (202) 426-3175

SUPPORTING OFFICE(S):

AVN

PROJECT DESCRIPTION:

FAA flight inspection crews service foreign air navigation facilities on a reimbursable basis under Memoranda of Agreement (MOAS).

OBJECTIVES:

1. Provide flight checking of foreign air navigation aids to help preserve facility accuracy and service, thus contributing to maintaining air safety for U.S. carriers and citizens travelling abroad.
2. Maintain competitiveness of FAA services utilizing the capability of all flight inspection offices, particularly the Frankfurt and Tokyo offices on a cost reimbursable basis.
3. To make foreign civil authorities aware of U.S. regulatory standards and procedures for F/I services and thus encourage development of safety-related aviation services abroad.

APPROACH:

- Services are provided subject to availability of FAA resources.

- Inspections are, for the most part, conducted on a scheduled/coordinated basis with other FAA work to reduce flight hours and charges.

- Approximately 1200 hours are used for reimbursable F/I services carried out each year under MOAs.

MILESTONES:

Flight Inspection agreements are continuous projects in effect with 29 countries. Rate changes are made as appropriate through amendment of MOAs

STATUS:

This is an active ongoing program. Experience has shown that the reimbursement costs for these flight inspection services are very competitive with other nations performing similar services.

DATE OF RESUME: 25 JULY 1984 PREPARING ORGANIZATION: AIA-210

PROGRAM AREA: TECHNICAL ASSISTANCE TO FOREIGN GOVERNMENTS

PROJECT TITLE:

CIVIL AVIATION ASSISTANCE GROUP - OMAN

PRINCIPAL OFFICE:

Joaquin Archilla
Office of International Aviation
Telephone (202) 426-3175

SUPPORTING OFFICE(s):

AEU (Contact/Dave Switzer)

PROJECT DESCRIPTION:

Assist the Directorate General of Civil Aviation (DGCA) in conducting its on-going operations in the areas of airworthiness inspections, aircraft and airman certification, and the air navigation facilities maintenance program. FAA's long-term objective is institution building which will lead to Omani self-sufficiency in these key areas of civil aviation.

OBJECTIVES:

1. Provide technical guidance and operational assistance to the DGCA in the conduct of its airworthiness inspection, airman licensing, and air navigation maintenance programs (short-term).

2. Develop long range plans and programs patterned after FAA's which can be implemented by the DGCA in a predictable time-frame. (short-term)

3. Assist the DGCA in improving its organizational effectiveness and management capability for the planned implementation of a self-sufficient Omani system in the aforementioned areas. (long-term)

4. Provide technical assistance in other areas of civil aviation to the extent possible, and encourage FAA and U.S.-provided training wherever practical. (on-going, as required).

APPROACH:

Continue to maintain a resident FAA team composed of maintenance specialist and a flight operations safety inspector and a facilities maintenance specialist to provide assistance for the on-going programs, and to develop and assist in the implementation of long range plans for national self sufficiency in the programs as defined. Provide other expert assistance on a TDY basis as required. Provide long-term plans based on FAA criteria, standards, and procedures.

MILESTONES:	DATE DUE:	
Training Annex added	Apr. 1984	(Completed)
CAAG Chief and specialists selected	Sept. 1984	
Assess long-term needs	Nov. 1984	
Develop long-term plans	Jan. 1985	
Prepare Agreement extension and appropriate annexes	March 1985	

STATUS:

FAA has maintained a resident team (2-3 experts) in Oman since June 1975 and is operating under a 5-year extension which carries until July 1985. The FAA aviation safety inspector is the only advisor in country at this time. Recruiting for a planning and maintenance specialist in progress. Selection of CAAG Chief and Planning and Installation Specialists will be accomplished by Sept. 1984.

DATE OF RESUME: 25 JULY 1984 PREPARING ORGANIZATION: AIA-210

PROGRAM AREA: TECHNICAL ASSISTANCE TO FOREIGN GOVERNMENTS

PROJECT TITLE:

CIVIL AVIATION ASSISTANCE GROUP (CAAG) - PAKISTAN

PRINCIPAL OFFICE:	SUPPORTING OFFICE(s):
Joaquin Archilla Office of International Aviation Telephone (202) 426-3175	AEU AVS

PROJECT DESCRIPTION:

To assist the Director General of Civil Aviation in developing and implementing an aviation safety program and to provide temporary duty assistance in the areas of supply support organization/maintenance and establishing aviation medical requirements.

OBJECTIVES:

Provide Pakistan with the system and the ability to be self sufficient in aviation standards, medicine, and logistics. Improve the safety regulation of air transport.

APPROACH:

Develop and apply improved regulations while training Pakistani counterpart personnel to operate the systems. One aviation standards expert (air carrier operations) will be placed in-country full-time to assist and advise counterpart Pakistani personnel, and as many as five on temporary duty to advise on airworthiness, general operational matters, logistics, and aviation medicine.

MILESTONES:	DATE DUE:
MOA signature by Pakistan expected	July 1984
CAAG activated, TDY personnel in country (according to plan as of mid July 1984)	Sept 1984

STATUS:

Proposed agreement has been presented and recruitment is underway in expectation of consummation in July 1984.

DATE OF RESUME: 25 JULY 1984 PREPARING ORGANIZATION: AIA-210

PROGRAM AREA: TECHNICAL ASSISTANCE TO FOREIGN GOVERNMENTS

PROJECT TITLE:

CIVIL AVIATION ASSISTANCE GROUP (CAAG) - SPAIN

PRINCIPAL OFFICE:	SUPPORTING OFFICE(s):
Joaquin Archilla Office of International Aviation Telephone: (202) 426-3175	AEU (Contact/Lonnie Parrish) API-18/19

PROJECT DESCRIPTION:

To assist the Directorate General of Civil Aviation in modernizing its air traffic control (ATC) ground system, and improving its airworthiness certification, flights operations, and aviation safety program.

OBJECTIVES:

1. Provide program planning system engineering and specification development for ATC system acquisitions (long-range).
2. Provide operations planning, including maintenance standards and procedures, staffing, and training guidelines for the existing and future systems.
3. Develop criteria and standards for improving aircraft certification, flight operations and aviation safety programs.
4. Develop criteria and procedures to improve organization effectiveness, flow of communications, and management techniques.

APPROACH:

Establish a resident group of FAA specialists in Spain to provide overall guidance in the critical areas of management, planning, engineering, system implementation and operations. Provide highly specialized assistance on a temporary duty (TDY) basis to augment the resident "core" group (6-7) members. Provide full technical support from appropriate FAA organization, encourage participant training in the U.S. in a variety of technical areas, and promote exchange visits for both FAA and DGCA technical teams.

MILESTONES:	DATE DUE:
Selections made for resident specialists	June/July 1984 (partially complete)
Current agreement extended	Signed June 26, 1984
Assign resident group	September 15, 1984
Project plans developed in specialty areas, i.e. radar automation, maintenance operations, etc.	December 1, 1984
Consummate new Agreement	January, 1985
Program Evaluation	March 15, 1985

STATUS:

New bilateral Agreement is being negotiated with Spain. Extension of current Annex was accomplished during AIA-1 visit in June. CAAG Manager (Waugaman) has been assigned resident duty in Spain and in coordinating TDY requirements, developing CAAG Plan, selecting team members and establishing framework for CAAG operation.

NOTES:

Until Agreement is consummated, FAA will continue to provide technical assistance under existing MOA - TDY specialists, logistics support, training, etc.

DATE OF RESUME: 25 JULY 1984 PREPARING ORGANIZATION: AIA-210

PROGRAM AREA: TECHNICAL ASSISTANCE TO FOREIGN GOVERNMENTS

PROJECT TITLE:

CIVIL AVIATION ASSISTANCE GROUP (CAAG) - JORDAN

PRINCIPAL OFFICE:	SUPPORTING OFFICE(S):
Joaquin Archilla Office of International Aviation Telephone: (202) 426-3175	AEU (Contact/David Switzer) API-18/19

PROJECT DESCRIPTION:

Providing FAA experts in-country on a cost reimbursable basis to work in Amman with counterpart personnel to develop and implement an aviation standards system similar to FAA's but tailored to Jordanian needs.

OBJECTIVES:

1. Further the standardization of promulgating and enforcing civil aviation standards and regulations.
2. Enable Jordan to become self-sufficient in operating an aviation standards system.

APPROACH:

Provide CAAG specialists in the fields of administration, flight operations, airworthiness, avionics and management to develop and apply improved regulations while training Jordanian counterpart personnel to become self-sufficient in operating the system. CAAG will plan, develop and assist counterpart personnel in implementing and operating Jordanian aviation standards system. Appropriate training will be scheduled during the course of the project.

MILESTONES:	DATE DUE:
MOA signed	October 1983
CAAG activated (four personnel in-country)	June 15, 1984
Implementation plan developed by CAAG	September 1984
Permanent chief in country	September 1984
Headquarters evaluation	March 1985

STATUS:

Four members of group are in Amman as of mid-July 1984. Action is underway to recruit and select a fifth member.

INTERNATIONAL PROJECT RESUME VII-10

DATE OF RESUME: 25 JULY 1984 PREPARING ORGANIZATION: AIA-210

PROGRAM AREA: TECHNICAL ASSISTANCE TO FOREIGN GOVERNMENTS

PROJECT TITLE:

CIVIL AVIATION ASSISTANCE GROUP (CAAG) - VENEZUELA

PRINCIPAL OFFICE:	SUPPORTING OFFICE(s):
Joaquin Archilla Office of International Aviation Telephone (202) 426-3175	ASO,, ADL

PROJECT DESCRIPTION:

To provide technical assistance to the Director General of Civil Aviation in maintaining and modernizing its air traffic control (ATC) ground system, and providing air traffic controller training to Venezuelan controllers.

OBJECTIVES:

1. Reestablish the maintenance organization development started by previous FAA CAAG.
2. Provide operations planning, including maintenance standards and procedures, staffing, and training guidelines for the existing and future Venezuelan ATC systems.
3. Provide classroom and on-the-job training for Venezuelan air traffic controllers.

APPROACH:

Propose reestablishing long-term asistance under a Science and Technology (S&T) type agreement by initially assigning a resident technical expert and identifying to items that can be paid for in Bolivars in order to reduce the overall foreign exchange costs to the Government of Venezuela (GOV).

MILESTONES:	DATE DUE:
Financial Audit submitted to Venezuela*	Aug. 1, 1984
Approved agreement under S&T to Venezuela	Sept 1, 1984
Commence ATC Training at San Juan CERAP	Oct. 1, 1984
Maintenance specialist selected	Jan. 1, 1985

STATUS:

A draft of the (S&T) agreement to provide long-term assistance was furnished to Venezuela for consideration and is in final legal clearance process with the U.S. Department of State. GOV will use credit from final audit to provide for ATC training at San Juan CERAP and to pay for supplies currently needed.

NOTES:

*Audit covers FAA assistance program which was discontinued December, 1983 because of severe Venezuela financial situation which has now somewhat abated.

DATE OF RESUME: 25 JULY 1984 PREPARING ORGANIZATION: AIA-210

PROGRAM AREA: TECHNICAL ASSISTANCE TO FOREIGN GOVERNMENTS

PROJECT TITLE:

CIVIL AVIATION ASSISTANCE GROUP (CAAG) - KUWAIT

PRINCIPAL OFFICE:	SUPPORTING OFFICE(s):
Joaquin Archilla Office of International Aviation Telephone (202) 426-3175	AEU (Contact/David Switzer) API-18/19

PROJECT DESCRIPTION:

FAA thru a Memorandum of Understanding with the Federal Highway Administration provides two FAA specialists to advise the Ministry of Public Works in Kuwait on their project to improve Kuwait International Airport.

OBJECTIVES:

1. Assist Kuwait in developing expertise on major airport development projects and foster use of U.S. equipment.
2. Complete construction of parallel runway now in progress.
3. Assist with installation of American manufactured ILS equipment and navaids equipment for the new runway.
4. Complete modernization of terminal building.

APPROACH:

FAA will continue to provide an airports engineer and a planning and installation specialist to provide expert assistance to the Kuwait government in the installation of a new runway and other modernizations at Kuwait International Airport. Efforts to expand technical assistance program by meeting with DGCA have taken place.

MILESTONES:	DATE DUE:
MOU Signed	Dec. 1980
CAAG established	Jan. 1981
MOU extended to August 1983	July 1982
MOU extended to December 1984	Nov. 1982
Modernization project complete	Dec. 1985

STATUS:

Airport engineer and planning and installation specialist in country. Major project to build parallel runway started January 1984. Modernization and parallel runway projects are on schedule. Through efforts of CAAG U.S. manufactured equipment will be used.

NOTES:

Airport engineer scheduled to retire December 1984. Advertisement for replacement airport engineer in progress.

CAAG specialists receiving danger pay (25%) since U.S. Embassy was bombed in Dec. 1983.

INTERNATIONAL PROJECT RESUME VII-12

DATE OF RESUME: 25 JULY 1984 PREPARING ORGANIZATION: AIA-210

PROGRAM AREA: TECHNICAL ASSISTANCE TO FOREIGN GOVERNMENTS

PROJECT TITLE:

IMPROVE AIR TRAFFIC CONTROL SYSTEM - HAITI

PRINCIPAL OFFICE:	SUPPORTING OFFICE(s):
Joaquim Archilla Office of International Aviation Telephone (202) 426-3175	ASO & ADL

PROJECT DESCRIPTION:

At the request of the Haitian Government, assess Haitian ATC system to identify areas that could be changed and improved to enhance the overall operation and safety of the system, including airport crash/fire/rescue.

OBJECTIVES:

-In keeping with Department of State priorities, provide FAA support to: furnish operational advice and equipment to meet priority system requirements.
-Enhance development of common air navigation systems.
-Provide training aimed at allowing Haiti to become more self-sufficient in providing aviation facilities and services.

APPROACH:

1. Send FAA assessment team to evaluate civil aviation needs for new equipment and procedures.
2. Provide emergency solid-state DME to replace existing equipment under loan agreement.
3. Establish Supply Support Agreement.
4. Provide FAA ATC Specialist for training assistance.
5. Establish Training Agreement for technicians (basic VOR/DME training and communications training).

MILESTONES:	DATE DUE:
Team report	Completed March 28, 1984
Consummate loan agreement covering DME	Signed April 2, 1984
*DME in-country	May 11, 1984
Consummate Supply Support Agreement	Signed June 19, 1984
First visit of Southern Region ATC specialist to Haiti	Completed June 11, 1984
First visit of Haitian training officials to FAA	July 15, 1984
Consummate training agreement	September 1984

NOTES:

* One Butler (1020) DME damaged en route to Haiti. An amendment to the loan agreement was developed and signed. It provides for the loan to Haiti of one Wilcox (596B) DME (Hybrid) Single channel system (without antenna or shelter).

DATE OF RESUME: 11 JULY 1984 PREPARING ORGANIZATION: AIA-210
PROGRAM AREA: TECHNICAL ASSISTANCE TO FOREIGN GOVERNMENTS
PROJECT TITLE:

EVALUATE NEEDS-DOMINICAN REPUBLIC

PRINCIPAL OFFICE:	SUPPORTING OFFICE(S):
Joaquim Archilla Office of International Aviation Telephone: (202) 426-3175	ASO

PROJECT DESCRIPTION:

Identify areas where FAA aviation technical assistance could be provided to ensure air safety within the country. FAA activity to assess GODR needs and to arrange for appropriate technical assistance has been underway over the past two years.

OBJECTIVES:

1. Provide GODR with FAA technical assistance in a wide range of civil aviation programs.
2. Enhance use of U.S. manufactured equipment.
3. Establish training requirements and promote U.S. and FAA provided training.

APPROACH:

- FAA team in country to assess country's aviation systems requirements.
- Follow-up through Embassy regarding DGCA's reaction to team recommendations for technical assistance and training.
- Develop and consummate appropriate MOAs.

MILESTONES:	DATE DUE:
Team report (on 9/83 visit)	October 1983
Team report to GODR for action/comment	December 1983
Follow-up with Amembassy	February 1984 Completed
Follow-up with Amembassy	August 1984

STATUS:

FAA is waiting for GODR Presidential approval on the DGCA's list of priorities for technical assistance.

DATE OF RESUME: 25 JULY 1984 PREPARING ORGANIZATION: AIA-210

PROGRAM AREA: TECHNICAL ASSISTANCE TO FOREIGN GOVERNMENTS

PROJECT TITLE:

AIR TRAFFIC CONTROL SYSTEM FOR BEN GURION AIRPORT-ISRAEL

PRINCIPAL OFFICE:	SUPPORTING OFFICE(S):
Joaquin Archilla Office of International Aviation Telephone (202) 426-3175	ADL (Contact/Robert S. North) AAC API-18/19

PROJECT DESCRIPTION:

The FAA is providing terminal radar equipment for Ben Gurion Airport on a lease basis. FAA will also assist in implementing an Air Traffic Control Tower, an automated ATC system as well as developing operational procedures. Training and appropriate logistics support are also part of the project.

OBJECTIVES:

1. Furnish equipment and advice to provide ATC radar capability at Ben Gurion Airport. Provide and test the software for the ARTS equipment.
2. Bring controllers and maintenance personnel up-to-date by training in U.S.
3. Provide back up spares and supply support services.

APPROACH:

Reimbursable Memorandum of Agreement with appropriate Annexes to provide for lease of radar, engineering advice, training, software and supply support services. Prepare new annexes as additional services are required.

MILESTONES:	DATE DUE:
MOA/Annexes Signed	Jan. 1983
Leased ASR-8 arrived Israel	Dec. 1983
Complete ATC Radar in-country training	July 1984
ASR Installation complete	Sept. 1984
Tower/Tracon in operation	Feb. 1985
ASR-8 lease terminates	Jan. 1989

STATUS:

Requirements for a video mapper, test equipment and on-site spare parts have been added under MOA. ADL-32 presented a complete first year program review on May 24, 1984. All major projects on schedule.

DATE OF RESUME: 25 JULY 1984 PREPARING ORGANIZATION: AIA-210

PROGRAM AREA: TECHNICAL ASSISTANCE TO FOREIGN GOVERNMENTS

PROJECT TITLE:

BAHAMAS RADAR PROJECT

PRINCIPAL OFFICE:	SUPPORTING OFFICE(S):
Joaquim Archilla Office of International Aviation Telephone: (202) 426-3175	ASO-4 (Contact/Richard A. Carmel) ADL

PROJECT DESCRIPTION:

Assist the Government of the Bahamas (GOB) in establishing an airport surveillance radar (ASR-8), an extended-range radar beacon system (ATCBI-5) and an automated radar terminal system (ARTS-II) at Nassau. FAA will remote the beacon data to the Miami Air Route Traffic Control Center (ARTCC) to provide an essential area of coverage in the radar "linkage" between Miami and San Juan. Under a "set" of Agreements negotiated between FAA and GOB's Civil Aviation Authority in August 1983, FAA committed a wide range of technical and operational assistance to this project.

OBJECTIVES:

1. Expand FAA's radar coverage in the northwest Caribbean area.
2. Assist GOB in upgrading its air traffic control system at Nassau and increasing its air traffic services at the Nassau Airport.
3. Ensure maximum system compatibility by assisting GOB in the development of system requirements and technical specifications.
4. Provide engineering design, operational maintenance, and controller training to GOB.

APPROACH:

FAA and GOB Civil Aviation Authorities agreed to share radar assets by procuring compatible systems. FAA agreed to divert a beacon-only radar system planned for the Island of Eleuthera for collocation with a GOB-procured ASR-8 at Nassau. In addition, FAA agreed to commit other technical resources to ensure a well engineered FAA design, construction, and installation of all facilities for the project. FAA's participation has been accomplished through selective assignments of its experts to Nassau on a temporary duty (TDY) basis, augmented by extensive engineering services provided by FAA's Southern Region.

MILESTONES:	DATE DUE:
Agreement signed	August 1983
Radar installation completed	September 1984*
Data remoting completed	October 1984*
System commissioning (under FAA maintenance) Controller and technician training complete (hand-off to GOB)**	January 1985*

STATUS:

Original radar installation schedule called for completion date of March 1984. This schedule was slipped to September 1984 following temporary loss of funding authority in the Bahamas.

NOTES:

* Milestones beyond mid 1984 are dependent on GOB priorities/decisions.

** FAA will maintain and certify the remoting equipment and the radar becon system after commissioning under the responsibility of the Southern Region.

DATE OF RESUME: 25 JULY 1984 PREPARING ORGANIZATION: AIA-210

PROGRAM AREA: TECHNICAL ASSISTANCE TO FOREIGN GOVERNMENTS

PROJECT TITLE:

MODERNIZATION OF NATIONAL AIRSPACE SYSTEM - MOROCCO

PRINCIPAL OFFICE:	SUPPORTING OFFICE(S):
Joaquim Archilla Office of International Aviation Telephone (202) 426-3175	AEU API-18/19 ADL

PROJECT DESCRIPTION:

Assist the Government of Morocco in modernizing its civil air traffic control (ATC) system patterned after FAA's National Airspace System (NAS). The FAA proposed plan is based on a joint-use civil/military system. The military radar-automation system is a modern system of U.S. origin and is in operation. FAA has agreed to assist GOM civil aviation authorities in the engineering, design and integration of the civil system components and to follow through with operational planning and assistance including training, developing procedures, etc.

OBJECTIVES:

1. Develop a conceptual plan, program schedule and general cost estimates.
2. Develop technical specifications and system interface design.
3. Perform analysis of technical proposals.
4. Develop installation and operational plans.
5. Assist in upgrading present system (near-term quick fixes).
6. Provide design to computerize user charge and billing systems.
7. Promote use of FAA technical and controller training.

APPROACH:

FAA has recommended a low-cost approach for modernizing Morocco's Civil ATC system by integrating civil system components to the military system already in place and by procuring similar, compatible hardware and software. The project consists of three phases: I) Conceptual Phase; II) Specifications Development Phase; and III) Hardware Procurement, Installation, and System Integration. FAA has agreed to provide a small technical management team in Morocco during the Phase III activities to assist in technical monitoring functions and to identify training and operational needs.

MILESTONES:	DATE DUE:
Morocco agreement to proceed	Sep. 1984*
Agreement negotiated	Nov. 1984*
FAA Specification Team to Morocco	Jan. 1985*
RFP released (by Morocco)	May 1985*
Proposal evaluation completed	July 1985*
Major Systems Contract awarded	Sept. 1985*

STATUS:

* Phase I has been accomplished. Planned start-up dates are awaiting decision by Morocco to proceed with the plan recommended by FAA.

NOTES:

U.S. Embassy has informed FAA that lack of funds for this project and recent personnel changes have slowed the decision process.

DATE OF RESUME: 25 JULY 1984 PREPARING ORGANIZATION: AIA-210

PROGRAM AREA: TECHNICAL ASSISTANCE TO FOREIGN GOVERNMENTS

PROJECT TITLE:

COCESNA NAVIGATION AIDS SYSTEM UPGRADE/EXPANSION

PRINCIPAL OFFICE:	SUPPORTING OFFICE(s):
Joaquim Archilla Office of International Aviation Telephone (202) 426-3175	ASO ADL

PROJECT DESCRIPTION:

A multi-national plan to upgrade Central America's capability to handle increased enroute air traffic has been developed by COCESNA, a joint company established by Nicaragua, El Salvador, Costa Rica, Honduras, and Guatemala. AIA-1 presented a proposal for assistance including an evaluation team, equipment, training and technical advisors to COCESNA Directors in March 1984.

OBJECTIVES:

1. Provide a detailed study of the COCESNA plan to validate stated requirements.
2. Standardize air navigation aids used in Central America.
3. Provide operations planning, including maintenance standards and procedures, staffing, and training guidelines for the future systems.

APPROACH:

Provide a team of FAA experts to validate stated requirements for upgrade and expansion of navigation aids for Member of States of COCESNA. A report will be provided to COCESNA outlining the teams findings and identifying possible FAA technical assistance activity, and loan of navigation equipment.

MILESTONES:	DATE DUE:
Proposal Presentation (by AIA-1 to Directors)	March 29-30, 1984
Follow-up on report	July 1984
COCESNA to provide study	*October 1984
FAA Team In Country	*December 1984

STATUS:

*Dates are estimates and are contingent on COCESNA revising their decision to defer implementation.

DATE OF RESUME: 25 JULY 1984 PREPARING ORGANIZATION: AIA-210

PROGRAM AREA: TECHNICAL ASSISTANCE TO FOREIGN GOVERNMENTS

PROJECT TITLE:

EVALUATE NEEDS OF HONDURAN AIR TRAFFIC CONTROL SYSTEM

PRINCIPAL OFFICE:	SUPPORTING OFFICE(S):
Joaquin Archilla Office of International Aviation Telephone (202) 426-3175	AID/OFDA ADL (Contact/Lou Cormont, Team Leader) ASO

PROJECT DESCRIPTION:

At the request of the Government of Honduras (GOH) determine the needs for airport facilities, navigational aids, communications, ATC capabilities, crash fire and rescue and the feasibility of siting and implementing needed facilities. This project began as a result of AIA-1 visit to Honduras in January 1984.

OBJECTIVES:

1. Enhance development of common air navigation systems.
2. Provide analyses and recommendations on needed systems improvement. (immediate, mid-term, and long term)
3. Establish essential requirements and set priorities.
4. Upgrade airport runways and taxiways to handle anticipated operations.
5. Provide basic and upgrade training for controllers and technicians.

APPROACH:

Provide an in-country team to assess the aforementioned requirements and provide country with a final report and general cost estimates for implementing FAA's recommended improvements.

MILESTONES:	DATE DUE:
In-country Team Assessment Visit	March 1984
Team report completed	April 1984
Team report submitted to Honduras	May 17, 1984
Cost estimates submitted to Honduras recommendations	July 1984

STATUS:

Awaiting response from civil aviation authorities. Follow-up action will be coordinated between principal offices and U.S. Embassy in Tegucigalpa, Honduras.

NOTES:

Honduras ATC system is a vital link in upgrading ATC services in the Central America/Carribean Basin area and is an integral part of the CAESNA project.

INTERNATIONAL PROJECT RESUME VII-19

DATE OF RESUME: 25 JULY 1984 PREPARING ORGANIZATION: AIA-210

PROGRAM AREA: TECHNICAL ASSISTANCE TO FOREIGN GOVERNMENTS

PROJECT TITLE:

AIRMAN CERTIFICATION ASSISTANCE: SAUDI ARABIA

PRINCIPAL OFFICE:

Joaquin Archilla
Office of International Aviation
Telephone (202) 426-3175

SUPPORTING OFFICE(S):

AEA (Contact/Lee Smith, ACDO-31)

PROJECT DESCRIPTION:

FAA Air Carrier Inspectors (ACI) provide airman certification support and type ratings for Saudi Arabian Airlines (SAUDIA) under a reimbursable agreement with the Kingdom's Presidency of Civil Aviation (PCA).

OBJECTIVES:

1. Provide technical guidance and operational assistance to the Kingdom in the conduct of its airman certification and licensing programs.
2. Ensure continued and safe operation of Saudia Airlines by providing FAA certification services to Saudia Airlines pilots.
3. Utilize request by Presidency of Civil Aviation (PCA) for increased FAA assistance to achieve commitment by Saudia Airlines and PCA to establish independent airmen certification capability instead of relying on FAA.

APPROACH:

Airman certification and type rating services are provided by FAA Air Carrier Inspectors on a TDY basis from Eastern Region's ACDO-31.

MILESTONES:	DATE DUE:
MOA and Amendments expire	Sept 30, 1984
Saudi Arabia request for extension/expansion of program	June 4, 1984
Issue Paper submitted to AOA-1 for decision	July 6, 1984
	AOA concurrence on issue received July 16
AOA/API/AIA discussions	July 17, 1984
Extend current Agreement	Aug 30, 1984
Assessment Team to Evaluate Saudi long term needs	Sept 15, 1984

STATUS:

AEA inspectors are continuing certification work including work on the Airbus 300-600. Scheduling problems will delay completion of the A300-600 crew check until the end of December 1984.

INTERNATIONAL PROJECT RESUME VII-20

DATE OF RESUME: 25 JULY 1984 PREPARING ORGANIZATION: AIA-210
PROGRAM AREA: TECHNICAL ASSISTANCE TO FOREIGN GOVERNMENTS
PROJECT TITLE:
AIRCRAFT CERTIFICATION CAPABILITY DEVELOPMENT BRAZIL

PRINCIPAL OFFICE:

Joaqgim Archilla
Office of International Aviation
Telephone (202) 426-3175

SUPPORTING OFFICE(S):

AWS (Contact/Gerald R. Mack)
ASO

PROJECT DESCRIPTION:

FAA to provide the Centro Tecnico Aeroespacial (CTA) technical assistance & expertise in the interpretation & application of Federal Aviation Regulations (FARs) for transport category aircraft. This project was in negotiation for 1 1/2 years before a bilateral agreement was consummated in January 1984.

OBJECTIVES:

1. To assist in developing Brazil's aircraft certification capability.
2. To improve international standardization by aligning the Brazilian certification process with FAA regulations.

APPROACH:

In February of 1984, an FAA team of experts visited Brazilian counterparts (CTA) to assist airworthiness/certification personnel in developing a capability for certification of general transport category aircraft. The team was composed of a team leader and airworthiness, avionics, flight test, crashworthiness, structural, and propulsion specialists. Another team trip is planned.

MILESTONES:	DATE DUE:
MOA signed	Jan. 27, 1984
Team's first visit	Feb. 16-29, 1984
Team's report (completed and distributed)	Apr. 1, 1984
Team's second visit (on COB request)	Aug. 1984
Team's final report	Oct. 1984

STATUS:

Brazil presently reviewing information gathered from first visit.

NOTES:

After team's second visit, it appears that no further FAA technical assistance will be required in this area.

INTERNATIONAL PROJECT RESUME VII-21

DATE OF RESUME: 25 JULY 1984 PREPARING ORGANIZATION: AIA-210

PROGRAM AREA: TECHNICAL ASSISTANCE TO FOREIGN GOVERNMENTS

PROJECT TITLE:

COOPERATIVE TRAINING AGREEMENT - MOROCCO

PRINCIPAL OFFICE:	SUPPORTING OFFICE(S):
Joaquin Archilla Office of International Aviation Telephone (202) 426-3175	AAC (Contact/Benjamin Demps)

PROJECT DESCRIPTION:

To assist the Moroccan Training Center for Civil Aeronautics and meteorology in assessing their needs for technical equipment, English language instruction and in arranging on-the-job familiarization visits.

OBJECTIVES:

1. To assess the need for technical training equipment.
2. To improve English language proficiency of Moroccan controllers.
3. To acquaint Moroccan training personnel with FAA system.

APPROACH:

FAA will, in September, send a small team to assess Morocco's needs. A proposal will be developed describing elements of program to be presented to Morocco in the form of an annex to the existing Memorandum of Agreement under which different forms of assistance may be provided by FAA.

MILESTONES:	DATE DUE:
FAA Team to Casablanca	Sept. 1, 1984
Report and MOA Annex forward to U.S. Embassy Rabat	Dec. 1, 1984
Annex signed	Jan. 1, 1985

STATUS:

Proposed itinerary sent to American Embassy Rabat for Demps' visit to Morocco September 12-16.

DATE OF RESUME: 11 JULY 1984 PREPARING ORGANIZATION: AIA-210

PROGRAM AREA: TECHNICAL ASSISTANCE TO FOREIGN GOVERNMENTS

PROJECT TITLE:

PROGRAM REVIEWS

PRINCIPAL OFFICE:	SUPPORTING OFFICE(S):	
Steven Rothschild	AEU	ADL
Office of International Aviation (AIA-200)	FAA Representatives	AWP
Telephone (202) 426-3173	API-18/19	ASO

PROJECT DESCRIPTION:

Program reviews are an internal FAA/AIA review mechanism to evaluate and assess the progress of individual FAA technical assistance projects in meeting stated objectives, milestones, and accomplishments and also to review variations or changes to a project.

OBJECTIVES

1. To ensure program objectives and milestones are met;
2. To obtain direct "customer" feedback on program performance;
3. To identify initiatives in new or ongoing programs;
4. To stimulate new areas which show potential; and
5. To highlight matters requiring increased management attention.

APPROACH:

Reviews will be given by the organization of primary responsibility. They serve as an important feedback mechanism to maintain quality control, since some of the operational program responsibilities for international assistance projects have been delegated to the regions and other line elements. The reviews will assure that technical milestones are being met, that budgetary limitations are adhered to, and that information for revision or expansion of the program is obtained. Reviews will be conducted by AIA in conjunction with other FAA operating elements.

MILESTONES: DATE DUE	DATE DUE:
Israel project	June 1984 (completed)
AEU Projects	November 1984 (planned)
International Training Program	First Quarter FY-85
ASO Projects	Second Quarter FY-85
Supply Support/Flight Inspection	Second Quarter FY-85
AWP Projects	Second Quarter FY-85

STATUS:

Review guidance has been developed by AIA based upon approaches used in monitoring major FAA systems, and actual program reviews are being scheduled.

INTERNATIONAL PROJECT RESUME VII-23

DATE OF RESUME: 11 JULY 1984 PREPARING ORGANIZATION: AIA-210
PROGRAM AREA: TECHNICAL ASSISTANCE TO FOREIGN GOVERNMENTS
PROJECT TITLE:

EXPANSION OF FAA INTERNATIONAL SERVICES

PRINCIPAL OFFICE:	SUPPORTING OFFICE(S):	
Steven Rothschild	AEU	AWP
Office of International Aviation (AIA-200)	FAA Representatives	ASO
Telephone (202) 426-3173	API-18/19	

PROJECT DESCRIPTION:

Provide management and support services to increase the effectiveness of all FAA elements which are concerned with "fostering and promoting" the FAA's international assistance services.

OBJECTIVES:

To expand FAA technical support to foreign nations and to maintain the cost schedules as competitively as possible in order to assist other countries in improving safety of their national aviation systems, with related safety benefits for U.S. carriers and U.S. citizens travelling abroad.

APPROACH:

Promote increased international air safety for U.S. carriers and U.S citizens by working with civil aviation authorities in other countries to determine how best FAA technical assistance might contribute. Utilize top-level FAA management in contacts with foreign officials to build on FAA NAS planning activity and results. Coordinate activity closely with U.S. industry and maximize use of FAA strengths in safety regulation, air traffic control and air navigation, and training.

MILESTONES:	DATE DUE:
Outreach program defined	September 1984
Asian approach determined	December 1984
Full scale outreach system in place	May 1985

NOTES:

Since the long range effect of this project will be to enhance sales of U.S. goods and services overseas, use of Agency for International Development (AID), Technical Development Program (TDP) and other DOS funds will be pursued.

VIII. COOPERATIVE AGREEMENTS

GENERAL

0 Cooperative agreements are, in effect, bilateral agreements between the FAA and foreign civil aviation organizations for purposes of technology interchange.

o while the FAA enjoys preeminence in world aviation, other countries, especially developed countries, have systems of their own that are based on their own technology and, in many instances, are as sophisticated and modern as the FAA's. It is, therefore, appropriate to routinely discuss emerging ATC technology with these nations. These discussions normally take the form of cooperative agreements.

o By entering into these agreements, the FAA encourages development by making available to the aviation community the various approaches being followed in the U.S. to resolve problems and to exchange technical information which could be mutually beneficial.

MAJOR POLICY THRUSTS

o It is FAA policy to formalize cooperation, via written agreement, whenever an activity involve a substantial commitment of resources or hardware; and/or requires a clear definition of the intended products, the relationship between organization, etc. Informal agency cooperation with other civil aviation authorities is encouraged on activities of lesser scope.

o It is FAA policy to encourage and actively pursue agreements which stimulate discussions among nations which tend to mitigate costs and expedite research, avoid duplication of efforts, and foster standardization on an international level.

o The results of such agreements have been instrumental in leading to international system standardization through ICAO and in some instances the adoption of U.S. concepts. Such activity supports improvements in the U.S. airspace system, and provides the acceptance of U.S. standards, systems and products internationally.

MAJOR PROGRAM ACTIVITIES

o To provide for cooperative research which results in savings; to facilitate international standardization efforts through exchange of information; and to develop relationships for mutually cooperative efforts.

Examples of activities covered are:

Australia	-conduct of studies on FAA furnished model aircraft
	-loan and installation of Australian equipment in the U.S.
Japan and Brazil	-loan of Omega navigation recorders for gathering data tapes and central analysis

Canada	-testing of MLS performance on FAA furnished equipment under severe weather conditions
	-loan to FAA of Canadian variable stability helicopter for test and evaluation regarding wind shear
United Kingdom	-loan of PAPI visual aid system for evaluation
France	-joint R&D studies regarding: MODE-S, CAS, Cabin fire safety and helicopter operation
	-individual data link R&D projects designed to maximize the uses of MODE-S
Germany	-joint R&D cooperation in developing air traffic control and navigation systems
	-small aircraft propeller noise
USSR	-technical exchanges and R&D regarding the ATC and MLS
	-Omega data bank collection on 4 FAA furnished recorders

DATE OF RESUME: 11 JULY 1984 PREPARING ORGANIZATION: AIA-280

PROGRAM AREA: TECHNICAL ASSISTANCE TO FOREIGN GOVERNMENTS

PROJECT TITLE:

INTERNATIONAL COOPERATIVE AGREEMENTS

PRINCIPAL OFFICE:	SUPPORTING OFFICE(S):
Milton F. Myers Office of International Aviation Telephone (202) 426-3175	Various (By subject)

PROJECT DESCRIPTION:

To establish bilateral agreements with countries that contribute to technical and procedural advances for both parties. These agreements are the foundation for standardization and should be beneficial to the aviation community.

OBJECTIVES:

To promote cooperative research in the field of civil aviation and standardization through interchange of information.

APPROACH:

Propose and develop cooperative agreements as appropriate. Diligently and enthusiastically support existing agreements that promote the above. Specific projects are covered by Annexes to "umbrella" agreements.

MILESTONES:	DATE DUE:
1) Japan	Aug. 1984 (DOS coord.)
2) Germany (six Annexes-various subjects)	July 1984 (FAA approval)
3) France (Annex 3-seat crashworthiness)	July 1984 (FAA approval)

STATUS:

Thirty agreements have been signed. An agreement with Japan is pending. Active agreements currently include those with Canada, U.K., U.S.S.R., France, Eurocontrol and Germany and Australia.

NOTES:

Date of Resume: 4/11/84 Preparing Organization: ASF-200

Program Area: Bilateral R&D and other aviation cooperation activities

Project Title: International Data Exchange on Aviation Safety (IDEAS).

Principal Office:
Charles Roth, ASF-200, is the Secretariat of the IDEAS committee

Supporting Office:
William Wood, DTS-50, Transportation System Center (TSC) supports the effort by maintaining a compendium of safety data available from member states.

Project Description: The project is a continuing effort which provides an informal forum for exchanging aviation safety-related data. Presently, eleven (11) countries comprise the IDEAS group and look to the United States (which started the project) for the leadership in establishing world wide uniform standards for data collection. ICAO and NTSB have also been represented in past meetings.

Objectives: To exchange aviation safety information and to do so in a manner which is in harmony and compatible with the relevant ICAO annexes.

Approach: Participants meet on a periodic basis (usually once annually) to discuss and report on the following subjects:

- o Aviation data currently maintained by member states;
- o Progress in automating data entry, storage and access;
- o Completion of special analysis studies; and
- o Exchange needs regarding data and special studies.

Communication is maintained between meetings using the Secretariat as the focal point. IDEAS products of potential use to FAA are channeled directly to the appropriate FAA official(r) by the IDEAS Secretariat.

Milestones:

- o Safety data matrix updated by TSC ..... November 30, 1984
- 0 Complete arrangements for next meeting with host country (Sweden) ..... December 31, 1984
- o Conduct next meeting ..... May 1-3, 1985
- o Meeting minutes completed and distributed to members ..... September 30, 1985

Status: The safety data matrix is presently being updated by TSC. The next host country (Sweden) has committed to a Spring, 1985 meeting. The May 1 - 3, 1985, date may change slightly, however, as we finalize arrangements.

Notes:

IX. INDUSTRY SUPPORT

GENERAL:

- FAA is committed to enhancing aviation safety of U.S. carriers operating overseas and U.S. citizens traveling abroad. This goal is achievable through international promotion of FAA expertise and capability and through support of U.S. industry which provides equipment and services used by FAA and numerous other civil aviation authorities around the world.

  Through its many ongoing international programs and contacts, the Federal Aviation Administration has, or has access to information that would be valuable to United States firms. FAA is willing to share this information with industry and to assist industry, where appropriate, in pursuit of marketing opportunities abroad.

- FAA, therefore, is placing increased emphasis on supporting United States industry interests overseas through systematic information collection, processing and dissemination, coordination with other Federal agencies that support export activity, and complementary activities such as participating in interagency policy committees and working with multinational organizations that influence the climate for aviation development overseas.

- Information collection draws on many sources, including: country visit reports by FAA International Representatives; trip reports by other FAA travelers; commercial and economic reporting by Commerce and State Department officers overseas; feedback from United States businessmen who have traveled abroad; analyses of aviation, economic and political developments by a variety of periodical sources; and analyses conducted in-house or with contractor support.

- Information processing includes the development and electronic storage of country profiles that describe foreign country aviation systems and civil aviation organizations and the electronic storage of the names, addresses and contacts of U.S. firms producing aviation equipment and services, along with the markets they are interested in pursuing.

- Information dissemination about market developments and other activities is accomplished through: direct address by mail or telephone, as market circumstances dictate; a reading room at FAA Headquarters containing International Representative reports, trip reports, and commercial and economic reports by State and Commerce Department officers; regional industry briefings; industry conferences; and consultative meetings with representatives of aviation firms.

FAA MAJOR POLICY THRUSTS:

Industry support activities within FAA are designed to:

- Achieve the highest potential level of safety internationally while fostering a favorable climate for United States industry worldwide.
- Demonstrate United States leadership in the development and production of aircraft and supporting air traffic control and navigation equipment and systems.
- Make other nations aware of U.S. aviation system activities and progress and encourage and help other nations to adopt new and improved systems.
- Carry out programs and related activities to build a preference for FAA methods in foreign countries in managing the U.S. civil aviation system and planning for its growth.
- Provide U.S. industry access to agency knowledge of foreign aviation systems and developments.

FAA MAJOR PROGRAM ACTIVITIES:

- Implement a standardized reporting program for country visits by FAA Representatives, foreign travel by other FAA officials and debriefing of foreign aviation visitors to the FAA.
- Establish an International Aviation Information Library for use by FAA and U.S. industry.
- Conduct three regional aviation briefings for U.S. business on developments in (1) Latin America, (2) Europe, Africa and Middle Fast and (3) Asia/Pacific regions.
- Expand the scope and pace of aviation development information dissemination through direct address to interested U.S. firms using automated country profile information.
- Identify priority country/region candidates for FAA focus on short term and medium term safety improvement opportunities through U.S. technical assistance or through direct private sector involvement.
- Develop guidelines and criteria for FAA presence or participation at aviation trade shows, conventions, and other expositions.

Index of Industry Support Resumes

Project Title	FAA Principal Office	Resume #
International Information Library	AIA	IX-1
Automation of International Aviation Information System	AIA	IX-2
Trade Information Dissemination	AIA	IX-3
Industry Briefings	ASO, AWP, ASW, AEU	IX-4
Priority Country Targetting	AIA	IX-5
Country Visit Scheduling	AIA	IX-6
International Exhibition Criteria	AIA	IX-7
Paris Air Show - 1985	APA	IX-8
Western Pacific Regional Program Development	AWP	IX-9

INTERNATIONAL PROJECT RESUME IX-1

DATE OF RESUME: 7/2/84 PREPARING ORGANIZATION: AIA-100

PROGRAM AREA: Industry Support

PROJECT TITLE: International Information Library

PRINCIPAL OFFICE:	SUPPORTING OFFICE(s):	
Lynn Jackson, AIA-110	State Dept.	AEU
Mgr. Strategic Planning Branch	Commerce Dept.	AS0
Office of International Aviation, 426-3057		ASW
		AWP

PROJECT DESCRIPTION: Maintain a worldwide library of civil aviation information to serve as a reference facility for program research and for industry use, providing access to country profiles, current reports on foreign systems, developments and market opportunities and periodic reports on political and economic conditions and trends.

OBJECTIVES:

Foster a favorable climate for U.S. industry worldwide. Contribute to achieving the highest potential level of aviation safety internationally by improving the performance of FAA international activities and the ability of U.S. aviation firms to assess and develop foreign markets. Improve and maintain the currency and extent of information available about the officials, organization, structure, facilities, equipage, capabilities and performance of foreign civil aviation systems.

APPROACH:

- Establish a "reading room" containing country profile information for public use.
- Expanding upon the historically maintained "country briefing books," develop an outline inventory of information categories that would help FAA and U.S. firms to perform better.
- Gather available FAA information and collect extant data sets from U.S. and international organizations to fill as many data cells as possible.
- Develop and establish standard reporting requirements for DGCA and country visits, FAA foreign travel and debriefing of foreign visitors.
- Automate data set and develop menu-type retrieval software (see automation of IAIS).

MILESTONES:	DATE DUE:
Establish reading room	
Develop country profile structure	Completed
Collect available data sets	Completed
Establish reporting requirements, country visits	Completed
Identify information gaps and establish priorities	Oct. 1984
Complete information data sets	Mar. 1985

STATUS:

NOTES: Inconsistent and incomplete current or in-house data on international aviation safety requires special attention to obtain such data or suitable surrogate.

RESOURCES (EMPLOYEE-YEARS)	FY 1985
PRINCIPAL OFFICE	0.4

INTERNATIONAL PROJECT RESUME IX-2

DATE OF RESUME: 15 JUNE 1984 PREPARING ORGANIZATION: AIA-200

PROGRAM AREA: INDUSTRY SUPPORT & TECHNOLOGY EXCHANGE

PROJECT TITLE:

AUTOMATION OF INTERNATIONAL AVIATION INFORMATION SYSTEM (IAIS)

PRINCIPAL OFFICE:

Mr. Edward F. Cygan
Office of International
Aviation, AIA-210
Telephone: 426-3190

SUPPORTING OFFICE(S):

OFFICES AND SERVICES, REGIONS

PROJECT DESCRIPTION:

Make available to FAA & industry information on approximately 150 countries including geo-political; economic; aviation organizations; air carriers; airports and equipment; training; technical assistance; U.S. & foreign embassies; and selected civil aviation statistics.

OBJECTIVES:

Support FAA's international activities, facilitate exchange of information regarding changes in technology, and present a source of information to those segments of the aviation industry that lack such data.

APPROACH:

Automate the availability on a non-reimbursable and interactive basis the available information and maintain it in a main frame computer.

MILESTONES:	DATE DUE:
FAA-wide access	Dec. 1984
Complete implementation	Feb. 1985
IAIS access by industry	June 1985
Evaluate success	Dec. 1985

STATUS:

On schedule according to AIA work plan. Work is progressing. However, internal concern has been expressed about the large amount of manual data input required to keep the system up to date. This area is being evaluated.

NOTES:

Resources	FY-84	FY-85
AIA-220 Contractor/In-House	3.0/.8	2.0/.8

INTERNATIONAL PROJECT RESUME IX-3

DATE OF RESUME: 7/2/84 PREPARING ORGANIZATION: AIA-100

PROGRAM AREA: Industry Support

PROJECT TITLE: Trade Information Dissemination

PRINCIPAL OFFICE:
Lynn Jackson, AIA-110
Mgr. Strategic Planning Branch
Office of International Aviation
426-3057

SUPPORT OFFICE(s): AIA-200

PROJECT DESCRIPTION: Provide timely notice of export trade opportunities to interested U.S. aviation firms.

OBJECTIVES: Promotion of U.S. aviation safety objectives by fostering a favorable climate for U.S. industry worldwide and by providing greater, timely visibility to export trade opportunities for U.S. aviation products and services.

APPROACH:
Develop criteria for dissemination, retention and discarding information
Select and/or develop procedures and media for information dissemination.
Develop company files including name, address, contact and telephone number, products and/or services and record of contacts.
Develop and gain approval for plan to automate company file.
Review telephone, letter, cable and trip reports to identify actionable export trade opportunities. Transmit relevant information to interested U.S. firms.

MILESTONES:	DATE DUE:
Develop dissemination criteria	Completed
Develop dissemination procedures and forms	Completed
Develop plan to automate company information file	Aug. 1984
Implement plan	Jan. 1984
System evaluation	June 1985

STATUS: Development of company files, review of incoming information and dissemination are ongoing throughout development period.

NOTES:

RESOURCES (EMPLOYEE-YEARS)	FY 1985
PRINCIPAL OFFICE	0.4

INTERNATIONAL PROJECT RESUME IX-4

DATE OF RESUME: 7/2/84 PREPARING ORGANIZATION: AIA-100

PROGRAM AREA: Industry Support

PROJECT TITLE: Industry Briefings

PRINCIPAL OFFICE: ASO-1
AWP-1
ASW-1
AEU-1

SUPPORTING OFFICE(S): AIA

PROJECT DESCRIPTION: Plan, organize and present periodic Industry Briefing conferences to share with U.S. aviation industry available information, country-by-country within geographic regions. Briefings cover description and assessment of aviation system capability and performance, current and planned developments, likely competition, relevant government policies, local business practices and requirements, and related topics of interest.

OBJECTIVES:

Foster a favorable climate for U.S. industry worldwide by describing/assessing market conditions overseas.

Establish improved contact between FAA field and International Representatives and U.S. Industry.

Enhance program responsiveness/effectiveness by soliciting industry comments, needs and proposed initiatives.

APPROACH:

International representatives prepare summary country-by-country assessments of country conditions, factors influencing demand for air transportation, condition of aviation system, current and planned developments, U.S. role and principal competition and current important decision-makers.

Develop program and secure government and private speakers to address topics relevant to doing business in the region.

MILESTONES:		DATE DUE:
Caribbean, Central and South America	completed	May 8-10 1984
Europe, Mideast and Africa		Nov. 27-29 1984
Evaluation and decision on frequency		
Western Pacific and Southeast Asia		June 1985
		Repeated on cyclical basis.

STATUS: Europe, Middle East and Africa conference will be held at Springfield Hilton, Springfield Va. on Nov. 27-29, 1984.

NOTES: Feedback from industry and government (outside FAA) representatives following May 1984 conference acclaimed meeting and highly recommended similar conferences on other world regions.

RESOURCES (EMPLOYEE-YEARS)	FY 1985
PRINCIPAL OFFICE	0.7
CONTRACT	$80,000

INTERNATIONAL PROJECT RESUME IX-5

DATE OF RESUME: 8/30/84 PREPARING ORGANIZATION: AIA-100

PROGRAM AREA: Industry Support

PROJECT TITLE: Priority Country Targetting

PRINCIPAL OFFICE:
Mr. Lynn Jackson, AIA-110
Mgr. Strategic Planning Branch
Office of International Aviation
426-3057

SUPPORTING OFFICE(S):
Dept. of Commerce

PROJECT DESCRIPTION: Identify countries and regions to be given priority attention by international operating units because they offer the greater opportunities to accomplish short-term and medium-term safety and business objectives.

OBJECTIVES:
Support achievement of the highest possible level of aviation safety internationally and foster a favorable climate for U.S. industry worldwide. Assure that countries where conditions suggest a need or opportunity for productive FAA program efforts are not overlooked.

APPROACH:
Identify indicators or develop surrogates that allow a ranking of countries in terms of:

- Aviation Safety
- National interests
- Political stability and actual or potential amity with the U.S.
- Economic condition
- International liquidity
- Accessibility of markets to U.S. firms
- U.S. air transportation involvement
- Need for aviation system improvements or development
- Conduct analyses to identify several countries in each geographic region that should receive operational attention for either short-term or medium term program activities.

MILESTONES:	DATE DUE:
Develop approach and initial methodology	Completed
Identify ranking indicators or develop surrogates	Completed
Let contract for initial targetting effort	September 1984
Collect relevant data sets	January 1985
Review completed contract effort	February 1985
Prepare initial priority countries list for region review	April 1985
Prepare final priority countries list	June 1985

STATUS:

RESOURCES (MAN-YEARS)	FY 1985
PRINCIPAL OFFICE	0.3
CONTRACT	$40,000

INTERNATIONAL PROJECT RESUME IX-6

DATE OF RESUME: 7/2/84 PREPARING ORGANIZATION: AIA-100

PROGRAM AREA: Industry Support

PROJECT TITLE: Country Visit Scheduling

PRINCIPAL OFFICE:
Lynn Jackson
Mgr. Strategic Planning Branch
Office of International Aviation
426-3057

SUPPORTING OFFICE(s): AEU
ASO
ASW
AWP

PROJECT DESCRIPTION: Develop systematic basis and construct criteria for determining appropriate frequency of country visits/contacts by International Representatives and other FAA representatives.

OBJECTIVES:
Support achievement of highest possible level of aviation safety internationally and contribute to fostering a favorable climate for U.S. industry worldwide. Help operational managers and International Representatives plan and control their resources and time utilization by providing objective-oriented guidelines and criteria.

APPROACH:
Identify circumstances requiring country visits; objectives to be served in each case.

Identify alternative forms or means of contact and evaluate their merit.

Develop preliminary guideline for review and discussions with FAA Regions and, International Representatives, exploring especially cultural differences and impacts of priority targetting. (See resume on Priority Country Targetting)

Develop agreed guidelines by FAA region.

MILESTONES:	DATE DUE:
Develop preliminary guidelines	Dec. 1984
API Review	Jan. 1985
Transmit to Regions and International Representatives	Mar. 1985
Meet with ASO -- establish agreed guidelines	Jan. 1985
Meet with ASW and AWP -- establish agreed guidelines	Apr. 1985
Meet with AEU -- establish agreed guidelines	May 1985
API/AOA Review	Jun. 1985

STATUS:

NOTES: Reasonable operational assessment dependent upon knowledge of priority targetting impacts. (See resume on priority country targetting)

RESOURCES (EMPLOYEE-YEARS)	FY 1985
PRINCIPAL OFFICE	0.4

INTERNATIONAL PROJECT RESUME IX-7

DATE OF RESUME: 7/2/84 PREPARING ORGANIZATION: AIA-100

PROGRAM AREA: Industry Support

PROJECT TITLE: International Exhibition Criteria

PRINCIPAL OFFICE:
Mr. Lynn Jackson, AIA-110
Mgr. Strategic Planning Branch
Office of International Aviation
426-3057

SUPPORTING OFFICE(S): APA
Dept of Commerce AWP AVS
AS0 ARP
AEU ADL

PROJECT DESCRIPTION: Develop criteria and guidelines for FAA participation in and/or attendance at international aviation exhibitions, air shows and other trade promotion activities/events.

OBJECTIVES: Principally to contribute to achievement of highest possible level of aviation safety internationally, through promotion of FAA technical assistance and training. Secondarily, to foster a favorable climate for U.S. industry worldwide by lending credibility and support to U.S. participants/exhibitors.

APPROACH:
Define objectives and target audience

Work with Department of Commerce to help identify necessary characteristics and requirements.
Develop criteria and define conditions under which FAA will participate/exhibit.
Develop criteria or guidelines for selecting events that FAA may attend, without exhibiting, to support U.S. industry participants.
Conduct and evaluate a test of the merits of non-exhibiting FAA attendance.
Define discretion/flexibility of other Offices, Services and Regions regarding their independent participation.

MILESTONES:	DATE DUE:
° Develop criteria and define conditions for FAA exhibition or attendance	July 1984
° Coordinate criteria and conditions among offices, services and regions.	September 1984
° Invite nominations of 1985/86 events under criteria and conditions.	October 1984
° Evaluation: Select test cases, develop guidance and evaluation factors.	January 1985
° Complete evaluation	May 1985

STATUS:

NOTES:

RESOURCES (EMPLOYEE-YEARS)	FY 1985
PRINCIPAL OFFICE	0.5

INTERNATIONAL PROJECT RESUME IX-8

DATE OF RESUME: 7/2/84 PREPARING ORGANIZATION: AIA-100

PROGRAM AREA: Industry Support

PROJECT TITLE: FAA Participation in Paris Air Show 1985

PRINCIPAL OFFICE - "
Dennis Feldman, APA-2
Office of Public Affairs
426-3883

SUPPORTING OFFICE(s):
Dept. of Commerce
AIA
AEU

PROJECT DESCRIPTION: Arrange funding, organize and arrange for FAA exhibit in Paris Air Show,, May 30 - June 9,, 1985.

OBJECTIVES:

Support achievement of highest possible level of aviation safety internationally. Contribute to fostering a favorable climate for U.S. industry worldwide. Demonstrate the preeminence of the FAA by using the exposure and contacts with civil aviation officials available at the Paris Air Show. Promote FAA's technical assistance and training programs. Provide supportive presence for exhibiting U.S. firms. Promote the advanced system design, technology and performance of the National Airspace System Plan.

APPROACH:

Work with Department of Commerce and industry to develop compatible theme for FAA and system exhibitors.

Cooperate with Commerce in developing and executing promotional plan.

Examine FAA exhibit and surface any issue regarding cost of refurbishment or building new exhibit.

Prepare and/or order publication of handout materials.

Work with Commerce to determine schedules and adequate staff complement to mount,, attend and break down exhibit.

MILESTONES: ---	DATE DUE:
Establish exhibit staffing requirements and select/assign FAA staff	December 1984
Decision on design of FAA exhibit	January 1985
Decision on selection of FAA delegation and support personnel	March 1985
Forward special letters of invitation to DGCA's in priority countries.	March 1985
Complete preparations for handout materials.	April 1985

NOTES:

RESOURCES (@ EMPLOYMENT YEARS)	FY 1985
PRINCIPAL OFFICE	0.2

INTERNATIONAL PROJECT RESUME IX-9

DATE OF RESUME: 6/27/84 PREPARING ORGANIZATION: AIA-100

PROGRAM AREA: Industry Support

PROJECT TITLE: Western Pacific Regional Program Development

PRINCIPAL OFFICE:
Duane Bullard, AWP-4, 536-966-6231
Lynn Jackson, AIA-110, 426-3057

SUPPORTING OFFICE(S):

PROJECT DESCRIPTION: Assess needs, develop plan, gain approval, organize and implement program to carry out industry support and technical assistance activities in addition to existing operational responsibilities throughout the Western Pacific and Southeast Asia region.

OBJECTIVES:
Foster a favorable climate for U.S. industry. Plan, organize and assign appropriate resources to best carry out operational functions. Establish and maintain liaison with Amembassy, CAA and ICAO officers in each country. Promote FAA technical assistance, training, supply/support and other services. Provide standard reporting, assist U.S. aviation industry members. Expand FAA presence in and access to the aviation systems of countries in the region.

APPROACH:
- Conduct a series of high-level visits to principal countries to establish liaison with Amembassy, DGCA and related officials. Assess DGCA receptivity to maintaining liaison partly through periodic visits by FAA Representatives, and assess Amembassy willingness/capability to support FAA Representatives.

- Prepare summary descriptions and assessments, by country, of: CAA organization, system capability and performance, current and planned developments, demand for air transportation, unique/important policies, laws or other business requirements, nature of aviation industry and principal competition.

- Prepare program plan, including staff and other resource requirements and locations.

MILESTONES:	DATE DUE:
Initial fact-finding trip by AWP personnel	Completed (June-July, 1984)
AWP Report on Region Characteristic and needs	Completed
Western Pacific area 20th Annual DGCA Conference:	Oct 29 - Nov 2, 1984
Adelaide Australia	Dec. 1984
High level trip - S.E. Asia Area	Jan-Feb 1985
Program plan completed for presentation to Administrator	Apr. 1985

STATUS:

NOTES: Preliminary evidence to date indicates a need to establish additional FAA International Representative position(s) in the Western Pacific/S.W. Asia region.
See pages following

RESOURCES (EMPLOYEE-YEARS)	FY 1985
PRINCIPAL OFFICE	0.8

Western Pacific and Southeast Asia FAA Relationships and Other Aviation Activities by Country

Country	Bilateral Airworthiness Agreements	Technical and Support Agreements	Aviation Related Activities Reported From Commerce & Other Services
Thailand	No	None (State, AID, Trade & Development Programs - requested FAA to assess the feasibility of doing a study to determine airport expansion possibilities))	1. Study underway to modernize Don Muang Airport and/or construct a new one at Nang Ngu Hro. 2. Civil Aviation Negotiations (CAB/OST/State)) in Washington, June 1984, on Air Transport Services Agreement.
Singapore	Yes (No need to modify now))	Flight Inspection Service	1. November 1984 - Singapore Air Show 2. Singapore Airlines Modernization program to reequip. (Bought 16 planes - most U.S.)) 3. Internally studying coproduction of aircraft. 4. Looking to expand aircraft maintenance capabilities and business.

Country	Bilateral Airworthiness Agreements	Technical and Support Agreements	Aviation Related Activities Reported From Commerce & Other Services
Indonesia	No; however, agreement requested by Indonesians; FAA technical evaluation in process.	Flight Inspection Service	1. CASA-NURTANIO 212 certification 2. Habibie visit to U.S. in July 1984 3. FY 1983/84 National Plan Project - proposed to upgrade 9 domestic airports
Malaysia	No	Supply Support (pending)	1. Study underway on 2nd phase of Kuala Lumpur airport expansion 2. Study to upgrade Penang Airport 3. Study to upgrade Kota Bharu Airport to international status
Japan	Yes, needs modernization	Cooperative R&D on ATC Service (Pending)	1. Civil Aviation Negotiations (CAB/OST/State) April 1984, Nov. 1984 on Air Transport Service Agreement 2. Studying proposed Kan Sri Int'l. Airport

Country	Bilateral Airworthiness Agreements	Technical and Support Agreements	Aviation Related Activities Reported From Commerce & Other Services
Korea	No	Former CAAG Supply Support Agreement	1. Major expansion project planned at Kimpo Airport for 1988 Olympics 2. Civil Aviation Negotiations - (CAB/OST/State) April 1984 on Air Transport Service Agreement
Taiwan	No	Master Agreement between "unofficial" agents (American Interests in Taiwan and coordinating Council on North American Affairs-Taiwanese Side) of both countries covering supply support/training	1. Proposed modernization of Chiang Kai Shek Airport
Philippines	No	Currently none but FAA conducted 1982 Airports and Airway Planning Study	1. Proposed Linamon Airport Construction, and others, postponed pending national elections

Country	Bilateral Airworthiness Agreements	Technical and Support Agreements	Aviation Related Activities Reported From Commerce & Other Services
Australia	Yes, needs modernization	Supply Support Agreement	1. November 1984 Regional DGCA Meeting 2. Brisbane Airport Construction (3500 meter runway) - FY 86 3. Cairns Airport - upgrading airport and extending runway - FY 1984
New Zealand	Yes, needs modernization	N.Z. provides U.S. with Flight Inspection Services	1. Proposed National ATC modernization program
Fiji	No	None	None
China	No	Discussions underway on cooperative aviation agreement	1. U.S. Trade Mission - July 1984 2. Expo-China (World Aviation Trade Show; Beijing) - December 1984

X. FAA FOREIGN TRAVEL -- GUIDANCE, GUIDELINES, AND INTERNATIONAL EVENTS CALENDAR

Introduction: This section provides information on:

1. General guidelines to follow when considering foreign travel.

2. Specific, non-mandatory criteria to help FAA requestors and reviewing officials, alike, to judge the relative benefits of contemplated foreign travel, whether routine operational or non-routine travel requiring Deputy Secretary approval.

3. Pre-trip planning and FAA travelers' responsibilities during foreign travel.

4. An events calendar listing ICAO and other international meetings scheduled for FY 1985 and FY 1986 which are of interest to FAA.

General Guidelines: These apply to all planned FAA travel:

1. Accomplish business by telecom or some less expensive means, (e.g., having the nearest FAA Representative attend on your behalf), if possible.

2. Wherever possible, combine two or more significant FAA tasks on a single trip.

3. Limit the number of travelers. One person may usually suffice.

Specific Criteria: While the following should not be used as "cut and dry" decision criteria, it should assist managers in weighing the relative benefits of both proposed routine operational and non-routine travel:

1. Highest priority travel:

   a) to resolve an important safety or operational issue which directly affects U.S. civil aviation;

   b) to assess significant questions relative to air traffic procedures, separation, or other operational considerations affecting international airspace under U.S. jurisdiction;

   c) to attend an international meeting where an important U.S. aviation position will be presented and defended;

   d) to initiate or complete a bilateral agreement with a foreign aviation authority (e.g., airworthiness bilateral, memoranda of agreement, cooperation or understanding);

   e) to provide technical evaluations in response to host government request, for reimbursable FAA technical assistance or special study;

f) to serve as a Department of State (DOS)-appointed U.S. Delegate (Chief of U.S. Delegation) to an ICAO Assembly, Division, Regional, Committee or Panel Meeting or comparable meeting of another international body (travel funded by DOS);

g) to serve as a DOS-appointed Alternate Delegate and/or spokesperson/advisor on at least one agenda item for an ICAO Assembly, Division, Regional, Committee or Panel Meeting or comparable meeting of another international body (NATO, WMO); and

h) to allow the U.S. Member of an ICAO technical body (including ICAO study groups) to attend working group meetings of the body on issues of importance to U.S. civil aviation.

2. Medium priority travel:

a) to demonstrate to influential policymakers or technical officials, FAA technical developments, e.g., NASP, NAS technology, ATC procedures, airmen/aircraft/airport certification standards;

b) to discuss and exchange ideas with foreign experts on important aviation matters when such exchanges demonstrably require face to face contact;

c) to serve as presentor or speaker at an FAA or foreign government sponsored meeting abroad;

d) to initiate or renew professional contact with other key aviation authorities (top FAA management only); and

e) to conduct pre-negotiation and negotiation conferences, and administer contracts awarded to foreign industries.

3. Lowest priority travel:

a) to routinely attend industry sponsored meetings, forums, airshows, trade shows, and other organized events;

b) to gain familiarity with foreign aviation technology, e.g., ATS/NAS systems, to appraise for U.S. application;

c) to provide routine exposure to foreign counterparts by FAA technical personnel;

d) to provide general administrative support to U.S. Delegation or U.S. Member of ICAO committee, panel or study group; and

e) to attend foreign government (DGCA) sponsored formal meetings and conferences (unless an issue important to the U.S. is at stake).

Travel Planning and Responsibilities During Travel: FAA travelers should pay close attention to the following guidance:

1. DO coordinate all travel plans with API/AIA before plans are firm and meetings scheduled.

2. DO coordinate all activities with the U.S. Embassy.

3. DO provide all requested information to the limit of your expertise and authority; ensure that information you cannot provide is delivered quickly by the appropriate FAA office (or via State Department pouch).

4. DO collect as much information as possible on foreign competitions and on aviation matters in general.

5. DO record your observations and discussions accurately, and report this information to API/AIA as soon as possible.

6. DO support strongly U.S. industry in general, and U.S. companies competing for a contract in the country you are visiting.

7. DO NOT place yourself or the FAA in the position of favoring a particular U.S. company when there are more than one potential or actual U.S. competitor. In particularly delicate situations, restrict your comments to the FAA's direct experience with the company(ies) in question.

8. DO NOT enunciate general U.S. policy, foreign or domestic, except as explictly instructed by the U.S. Embassy. Try to keep to matters involving the FAA.

9. DO NOT create false expectations of technical assistance. All technical assistance must first be approved by FAA Headquarters, and is contingent upon policy and resource review.

10. DO NOT invent on-the-spot FAA policy; take issues/questions under advisement and indicate a definitive answer will be forthcoming once the issue is studied further.

INTERNATIONAL PROJECT RESUME

DATE OF RESUME: 15 JUNE 1984 PREPARING ORGANIZATION: AIA-200
PROGRAM AREA: INTERNATIONAL MEETINGS
PROJECT TITLE:

CALENDAR OF INTERNATIONAL MEETINGS

PRINCIPAL OFFICE:
Mr. Edward F. Cygan
Office of International
Aviation, AIA-220
Telephone: 426-3190

SUPPORTING OFFICE(s):
ICAO
REGIONS

PROJECT DESCRIPTION:

Develop and maintain a data base containing current information on International Aviation meetings of importance to the FAA. Create output reports to be used as information sheets for all service and regional director.

OBJECTIVES:

Through the use of computers maintain and disseminate information on meetings dealing with international aviation. The meeting list output from this software will assist other FAA organizations and industry to remain current on meetings to insure U.S. aviation interests are properly presented and protected.

APPROACH:

Collect information from various sources, synthesize and enter into computerized system for management purposes. Make data available to management. Disseminate hard copies of appropriate input information and computer generated summaries.

MILESTONES:	DATE DUE:
Inform regions of info availability	Apr. 1984 Done
Information entered into system	Apr. 1984 Done
Information updated	Weekly
Hard copy list to regions	Quarterly

STATUS:

System is operational. Regions have been advised by memo of: calendar structure, their role in furnishing input data, headquarter's point of contact and procedures for utilization.

NOTES:

Regional input into this program can be gleaned from the formal listing of meetings scheduled in the region by selective screening.

RESOURCES	FY-84	FY-85
AIA-220	0.4	0.1

LOCATION	DATE FROM	DATE TO	MEETINGS (FY 85 & 86)	LEAD OFFICE/REGION	FAA PARTICIPATION/NUMBER (YES, NO, UNDECIDED)
AMSTERDAM			VISUAL AIDS PANEL, WORKING GROUP ON HELICOPTERS 1ST QUARTER 1985	AAS	Y
INDEFINITE			VISUAL FLIGHT OPERATIONS PANEL, WORKING GROUP OF THE WHOLE 1ST QUARTER 1985	AAT	Y
IN REGION			AFRICAN CIVIL AVIATION COMMISSION (AFCAC/9) 2ND QUARTER 1985	AEU	Y
DAKAR			SEMINAR FOR ATC TO ASSIST FUEL ECONOMY IN AIR OPERATIONS 2ND QUARTER 1985	AEU	Y
MEXICO CITY			FOURTH MEETING OF CARIBBEAN/SOUTH AMERICAN AERONAUTICAL FIXED COMMUNICATION 2ND QUARTER 1985	ADL	Y
PARIS			25TH MEETING OF EUROPEAN REGIONAL AIR NAVIGATION PLANNING GROUP (EANPG) 2ND QUARTER 1985	AEU	Y
MONTREAL			OPERATIONS PANEL (OPSP/5) 4TH QUARTER 1985	AFO	Y
MONTREAL			VISUAL FLIGHT OPERATIONS PANEL (VFOP/3) 3RD QUARTER 1985	AAT	Y
BANGKOK			SECOND MEETING ASIA/PACIFIC AERONAUTICAL FIXED COMMUNICATIONS 3RD QUARTER 1985	ADL	Y
DAKAR			FOURTH MEETING AFRICAN PLANNING AND IMPLEMENTATION GROUP 4TH QUARTER 1985	AEU	Y
MONTREAL			COMMITTEE ON AVIATION ENVIRONMENTAL PROTECTION 4TH QUARTER 1985	AEE	Y
RIO DE JANEIRO			LATIN AMERICAN CIVIL AVIATION CONCERENCE (LACAC/6) 4TH QUARTER 1985	API	U
IN REGION			LIMITED NORTH ATLANTIC RAN MTG (RULES OF THE AIR AND AT SERVICES/COMMUNICATIONS/METEOROLOGY) 2ND HALF 1986	API	Y

LOCATION	DATE FROM	DATE TO	MEETINGS (FY 85 & 86)	LEAD OFFICE/REGION	FAA PARTICIPATION/NUMBER (YES, NO, UNDECIDED)
MONTREAL	9/25/1984	10/05/1984	SPECIAL LEGAL SUB-COMMITTEE	AGC	
MONTREAL	10/09/1984	10/19/1984	FARES AND RATES PANEL (FRP/5)	NONE	
BRUSSELS	10/15/1984	10/19/1984	DANGEROUS GOODS PANEL, WORKING GROUP MEETING	DMT	
MONTREAL	10/22/1984	10/26/1984	OPERATIONS PANEL, WORKING GROUP MEETING	AFO	
MONTREAL	10/22/1984	11/09/1984	SECONDARY SURVEILLANCE RADAR IMPROVEMENT AND COLLISION AVOIDANCE PANEL (SICASP/2)	AWL	Y
LIMA	11/05/1984	11/09/1984	SOUTH AMERICAN WORKSHOP ON AERODROME MAINTENANCE	ASO	
BANGKOK	11/05/1984	11/09/1984	FIRST ASIA AND PACIFIC WORKSHOP ON RESCUE AND FIRE FIGHTING SERVICES		U
PARIS	11/05/1984	11/09/1984	MID-EAST AERONAUTICAL INFORMATION RAP SEMINAR	AEU	N
MONTREAL	11/13/1984	11/28/1984	OBSTACLE CLEARANCE PANEL (OCP/8)	AFO	Y
MONTREAL	12/03/1984	12/14/1984	ROUTE FACILITIES (RFCF/3)	AFO	Y
CANADA	2/18/1985	3/01/1985	DANGEROUS GOODS PANEL MEETING PV	DMT	Y
MONTREAL	2/18/1985	3/01/1985	DANGEROUS GOODS PANEL/9	OST	U
MONTREAL	4/16/1985	5/03/1985	PERSONNEL LICENSING AND TRAINING PANEL (PEL/3)	AFO	
MONTREAL	5/06/1985	5/17/1985	REVIEW OF GENERAL CONCEPTS OF SEPARATION (RGCSP/5)	AES	Y
MONTREAL	9/02/1985	9/03/1985	MLS SYMPOSIUM (PLANNING PURPOSES)	AVS	Y
MONTREAL	9/04/1985	9/20/1985	COMMUNICATIONS DIVISIONAL MEETING (COM/DIV)	ADL	Y
IN REGION	11/12/1985	11/23/1985	SEVENTH EUROPEAN REGIONAL AIR NAVIGATION MEETING (EUR/7 RAN)	API	

LOCATION	DATE FROM	DATE TO	MEETINGS (FY 85)	LEAD OFFICE/REGION	FAA PARTICIPATION/NUMBER (YES, NO, UNDECIDED)
CANADA			INTERNATIONAL FEDERATION OF AIRWORTHINESS CONFERENCE 2ND HALF 1985	AWS	Y
SINGAPORE			3RD ASIAN AEROSPACE EXHIBITION NOVEMBER 1985	API/AWP	U
MADEIRA (PORTUGAL)	9/30/84	10/05/84	INTERNATIONAL CONGRESS OF AVIATION AND SPACE MEDICINE	AAM	U
ATLANTA, GA.	10/02/84	10/04/84	NBAA 37TH ANNUAL MEETING AND CONVENTION, GEORGIA WORLD CONGRESS CENTER		Y
VANCOUVER	10/08/84	10/11/84	INTERNATIONAL ASPECTS OF CONTINUING AIRWORTHINESS, SHERATON-LANDMARK HOTEL		U
LONG BEACH, CA.	10/15/84	10/18/84	SAE, AEROSPACE CONGRESS & EXPOSITION, LONG BEACH CONVENTION CENTER	AWS/ASF	Y
KITAKYUSHU, JAPAN	10/21/84	10/22/84	FOURTH INTERNATIONAL SYMPOSIUM ON OCCUPATIONAL HEALTH IN AVIATION AND SPACE WORK	AAC-100	Y
MEXICO	10/23/84	10/24/84	NORTH AMERICAN REGION AIS AUTOMATION	AAT	Y
ADELAIDE, AUSTRALIA	10/29/84	11/02/84	20TH ANNUAL MEETING, ASIA PACIFIC DIRECTORS GENERAL OF CIVIL AVIATION	API/AWP	Y
GENEVA	10/29/84	12/07/84	REGIONAL ADMINISTRATIVE RADIO CONFERENCE FOR FM SOUNND BROADCASTNG IN THE VHF BAND		U
ZURICH	10/29/84	11/01/84	FLIGHT SAFETY FOUNDATION, 37TH ANNUAL INTERNATIONAL AIR SAFETY SEMINAR, HUMAN FACTORS IN MANAGING AVIATION	AFO	Y
SAUDI ARABIA	11/19/84	11/22/84	24TH ANNUAL CONGRESS OF THE INTERNATIONAL CIVIL AIRPORTS ASSOCIATION (ICAA) AND MIDDLE EAST AIRPORTS 84 EXHIBITION		U
NEW ORLEANS, LA.	1/17/85	1/19/85	HAI 37TH ANNUAL MEETING AND INDUSTRY EXPOSITION	ARD	Y
SWEDEN	5/01/85	5/03/85	INTERNATIONAL DATA EXCHANGE ON AVIATION SAFETY (IDEAS)	ASF	Y

LOCATION	DATE FROM	DATE TO	MEETINGS (FY 85)	LEAD OFFICE/REGION	FAA PARTICIPATION/NUMBER (YES, NO, UNDECIDED)
PHILADELPHIA, PA.	5/15/85	5/17/85	4TH INTERNATIONAL CIVIL AVIATION SECURITY CONFERENCE	ACS,ASTM,HOST	Y
PARIS, FRANCE	5/30/85	6/09/85	PARIS AIR SHOW	APA	Y

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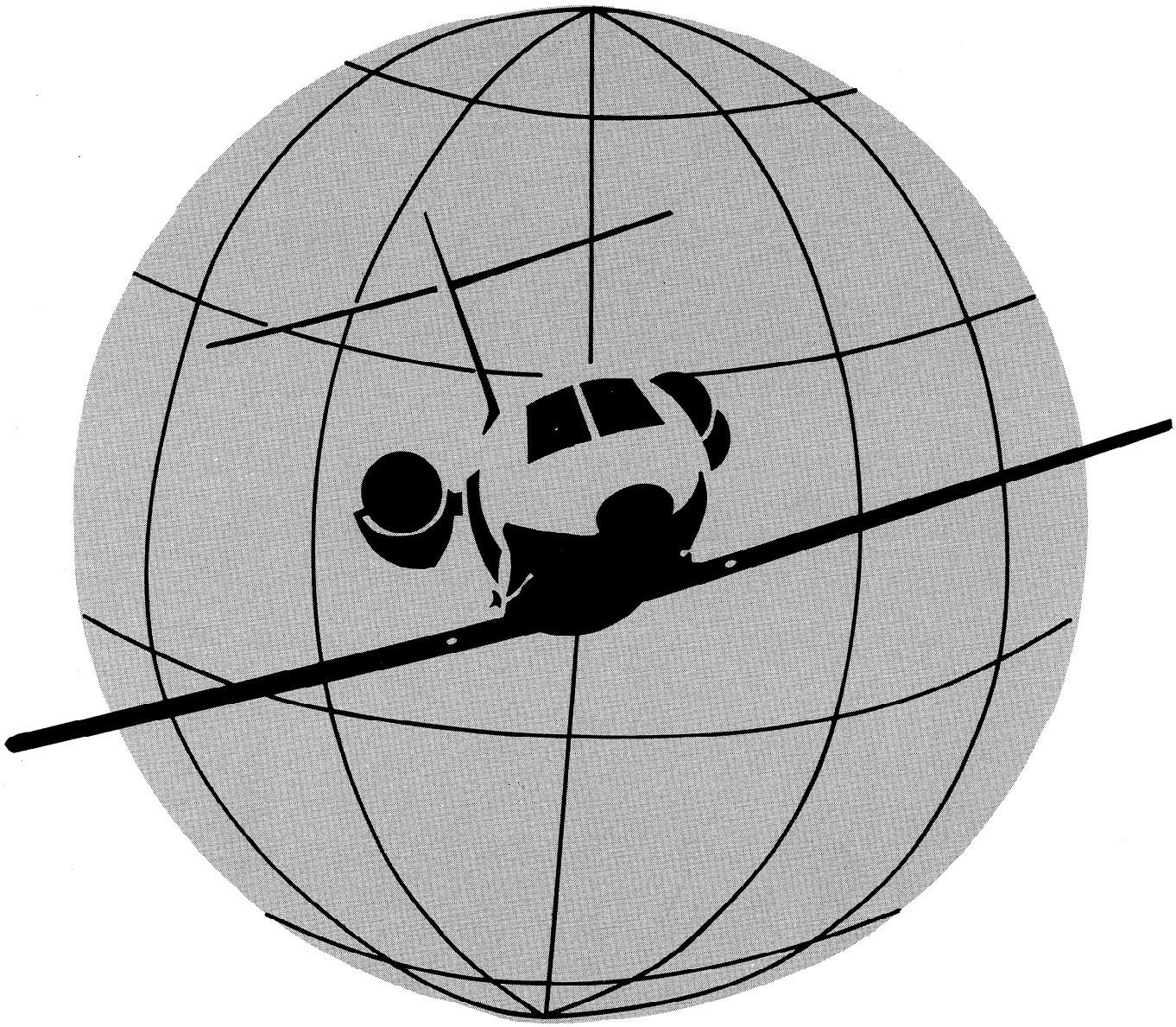
International Aviation Strategic Plan



October 1984

U.S. Department
of Transportation

Federal Aviation
Administration

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

Virtually every FAA organization contributes to and is affected by international aviation events. On any given day, agency personnel may be found certificating foreign-built aircraft, licensing airmen abroad, providing technical assistance to host governments, training foreign nationals, developing standards for international aviation organizations, etc.

The common thread binding these activities is safety. As FAA employees, we must be vigilant toward ensuring the safety of the American public flying abroad and assisting other countries desiring to adopt our procedures or use our systems.

This document, for the first time, sets the foundation and framework for conducting the numerous and diverse program activities concerning international aviation. The International Aviation Strategic Plan defines, organizes, and structures FAA international activities to facilitate improved program management and to assure policy level oversight at key decision milestones.

The degree to which we are successful in our international work in large part depends on our ability to effectively communicate goals and implement related programs. Join me, therefore, in the commitment to implement these vital international programs as part of the fabric of our basic FAA work.

Donald D. Engen
Administrator